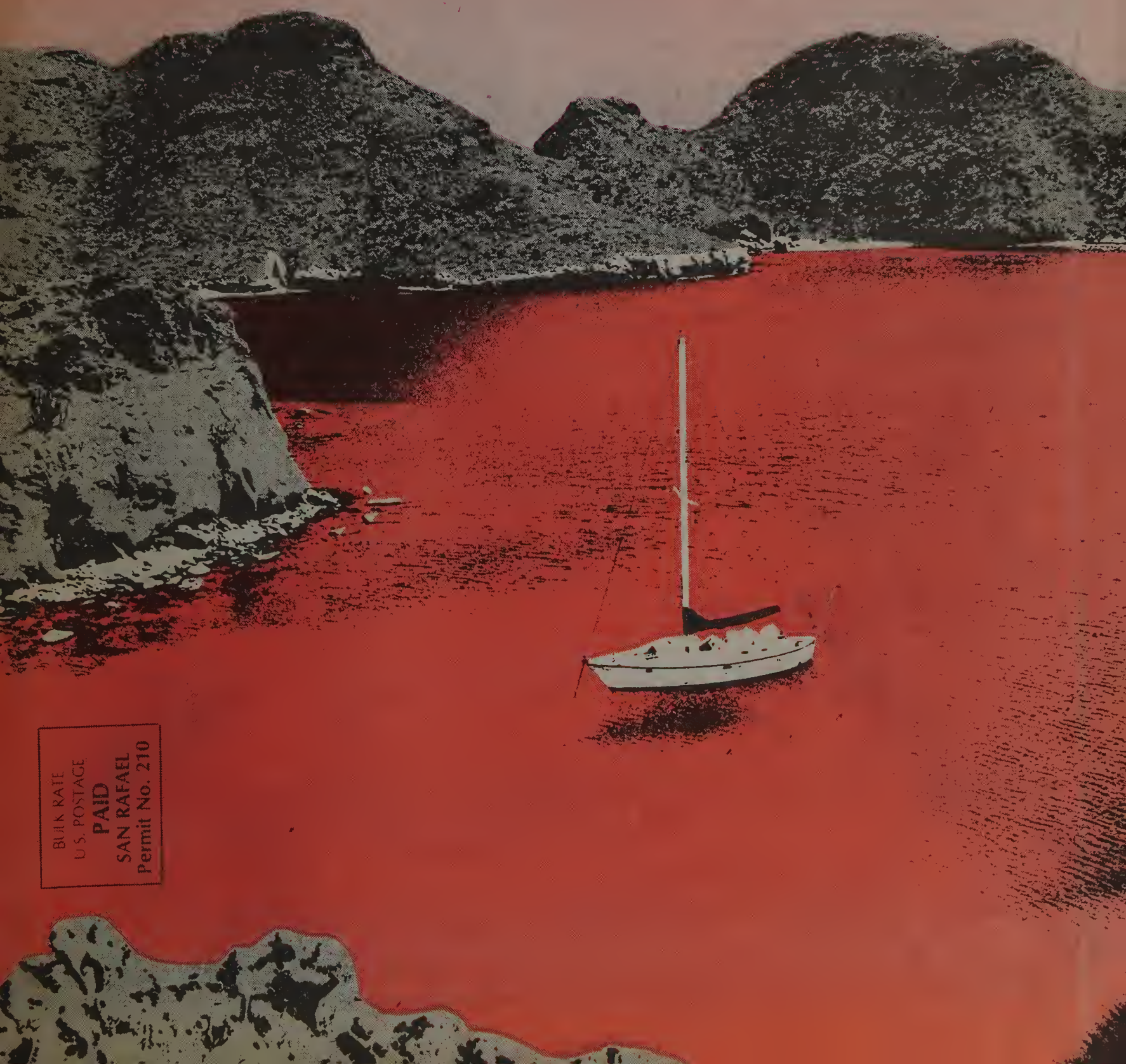


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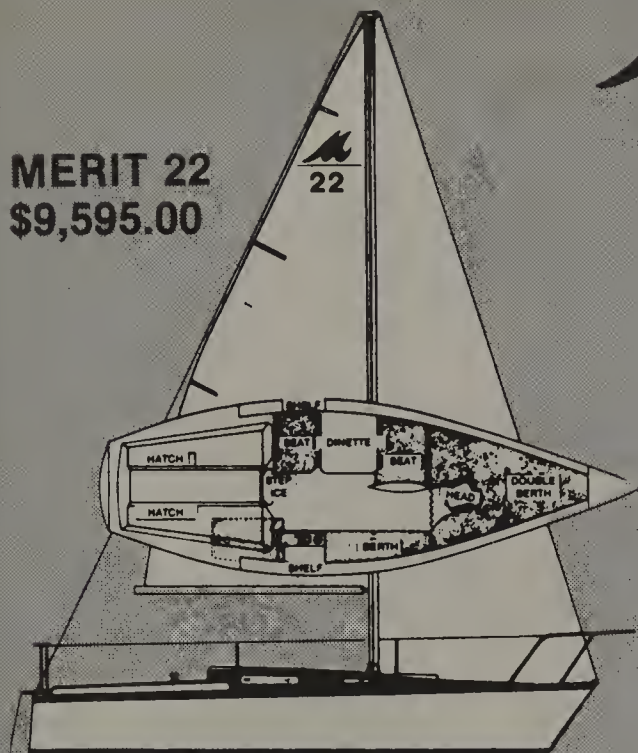
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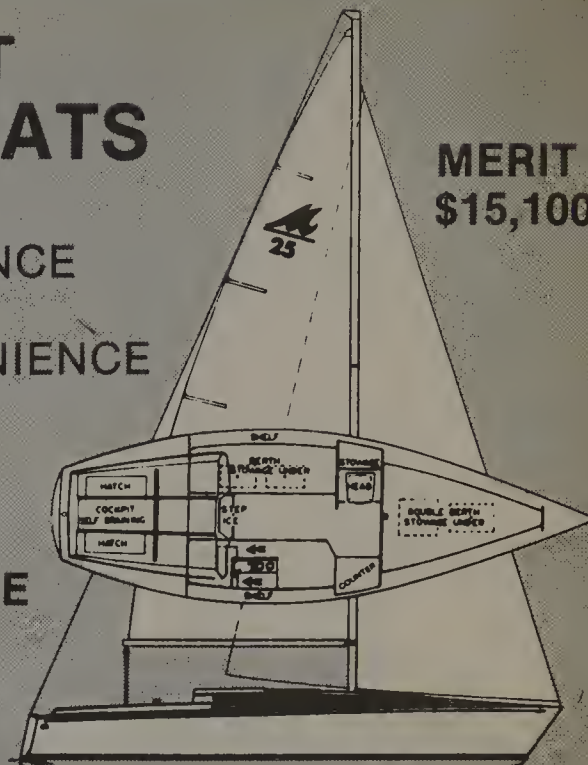


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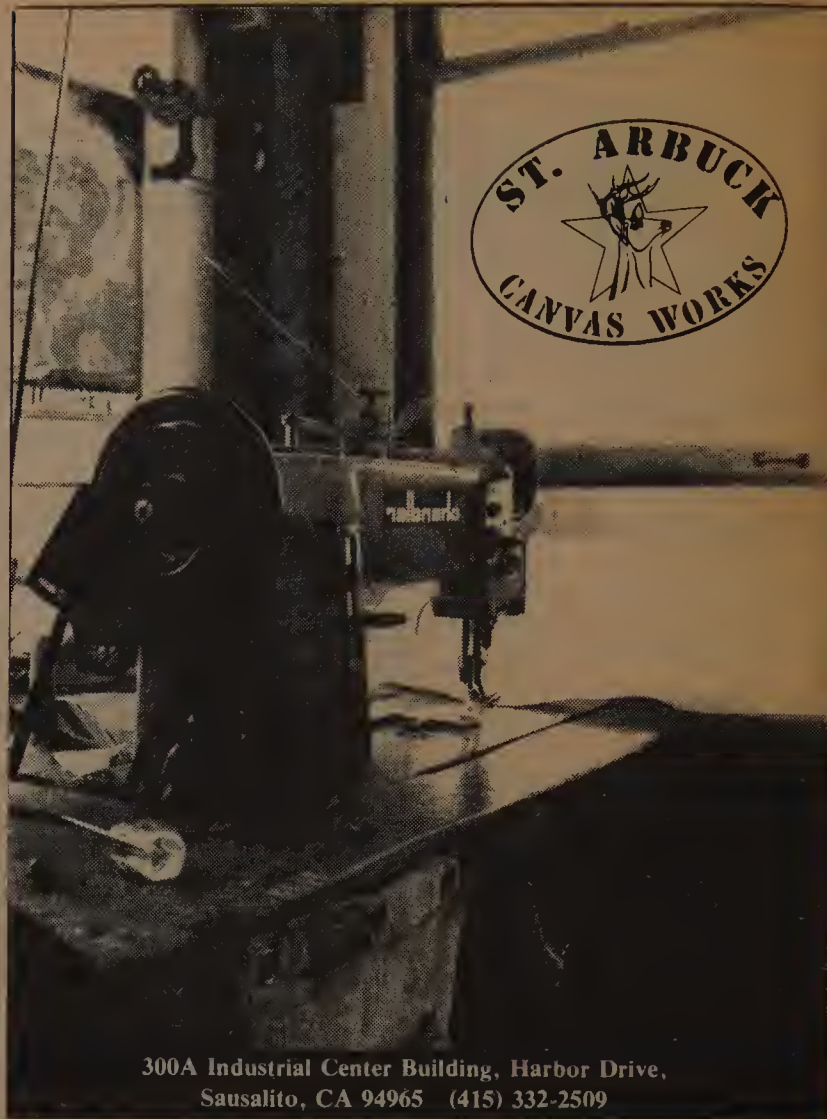
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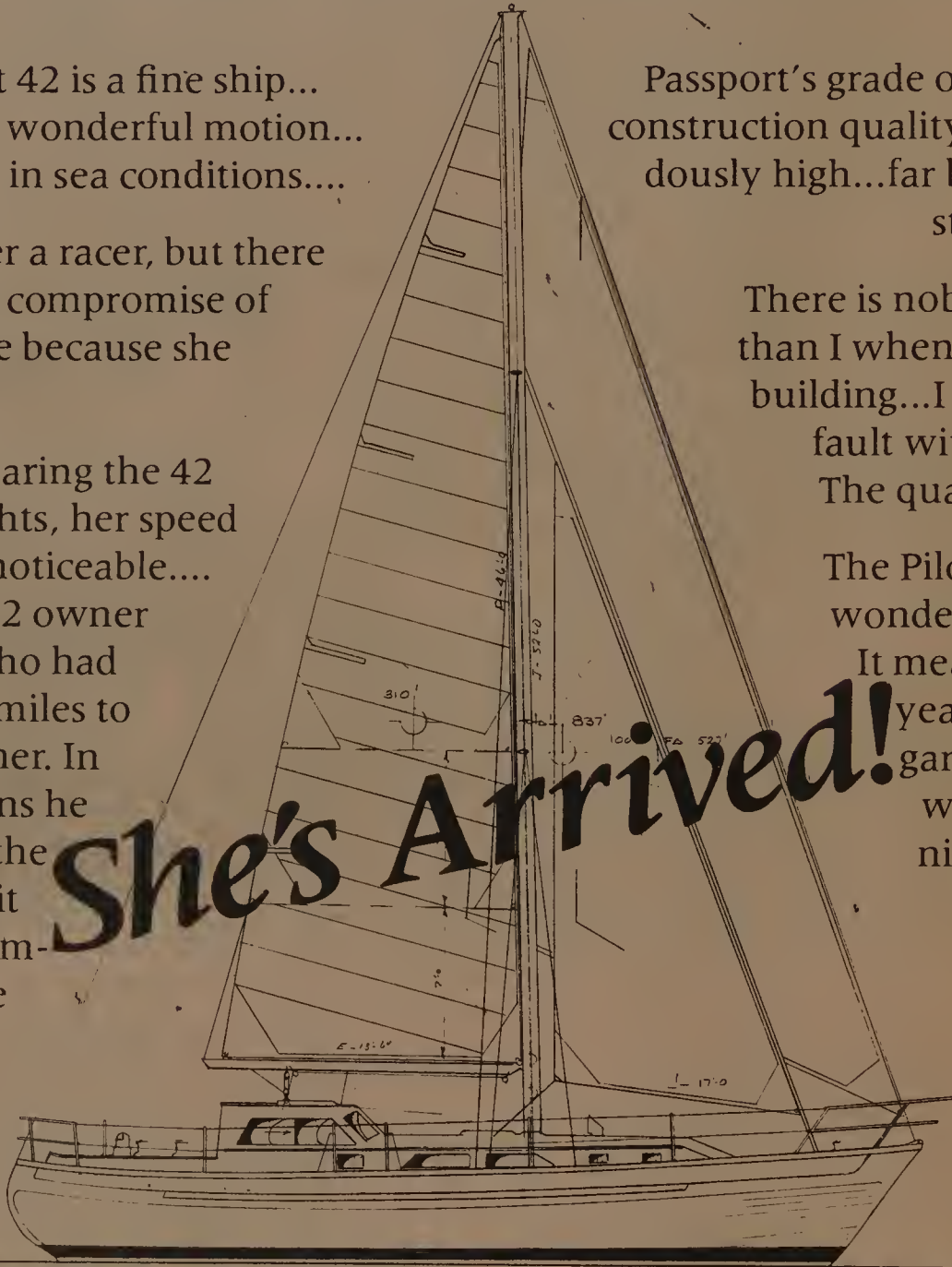
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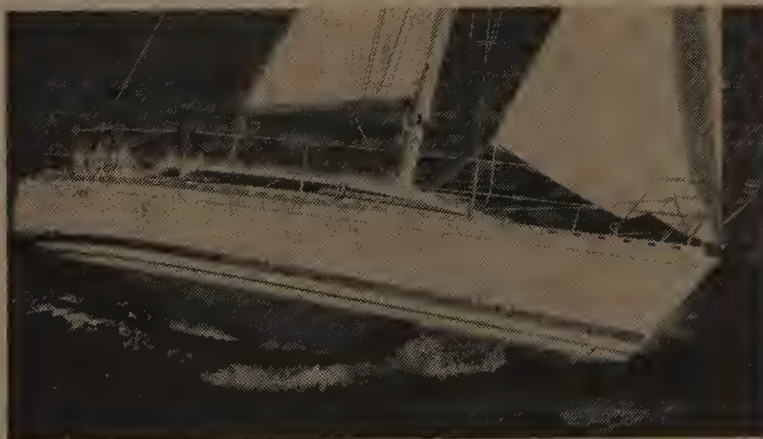
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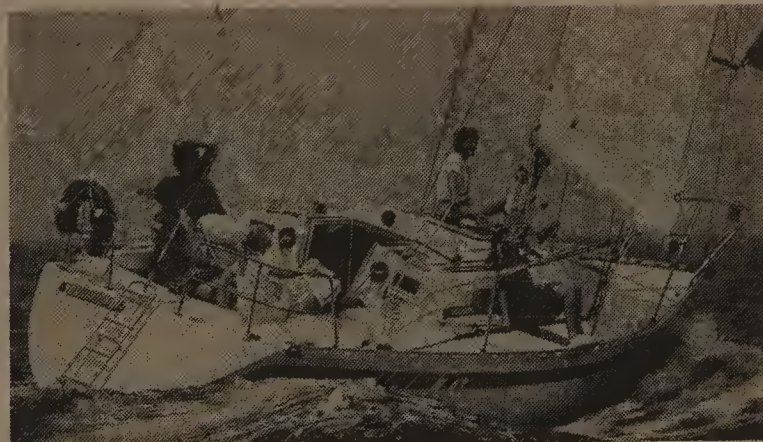
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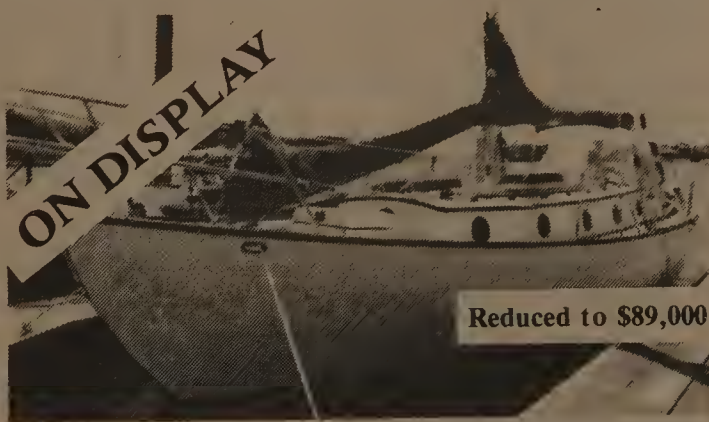
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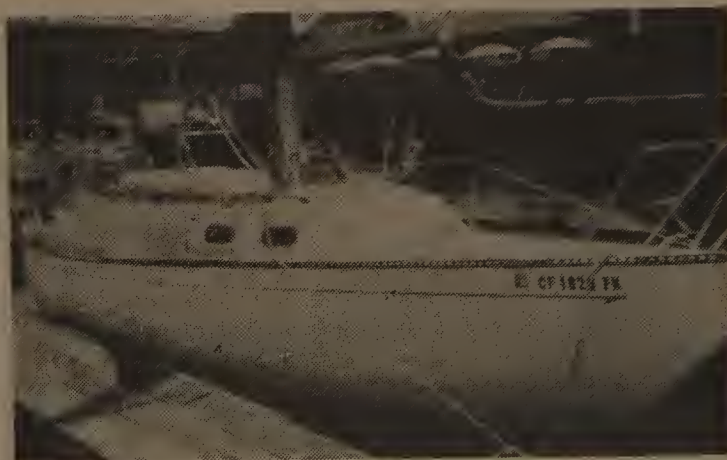


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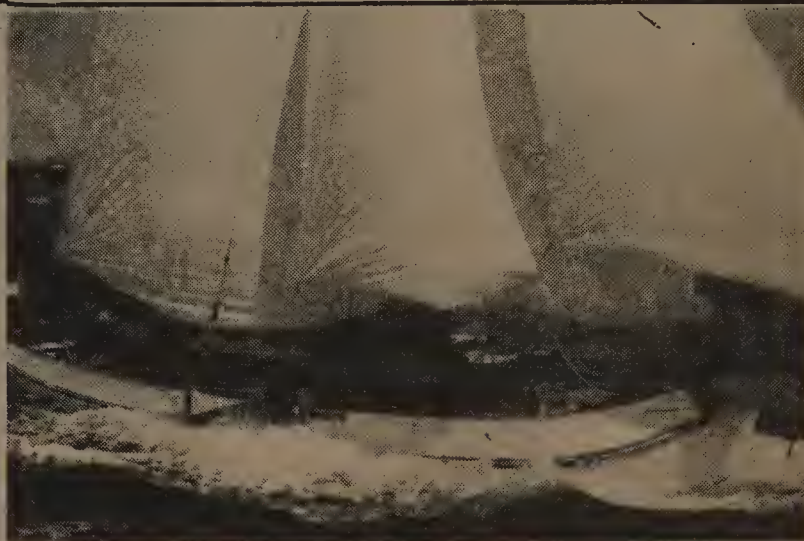
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Particulars are believed to be correct but are not guaranteed, subject to prior sale, price change or withdrawal without notice.

SOBSTAD SAILS

A FORCE TO BE RECKONED WITH...

AND OUR PEOPLE MAKE IT THAT WAY



STEVE JEPPESEN

Richmond Loft Manager
IOR and One-Design
Specialist

Sailing Background:

10 Big Boat Series
2 Clipper Cups
2 Long Beach Race Weeks
4 Stone Cups
2 - 6 meter campaigns
J-24 Campaigner
6 - World Championship
Events

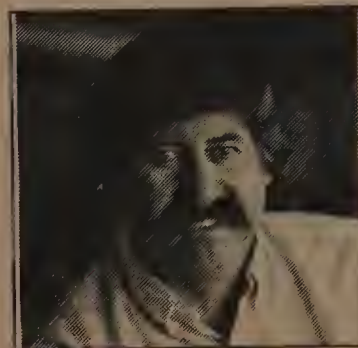


JOHN KOSTECKI

Sales One-Design Expert

Sailing Background:

Top J-24 Campaigner
'83 Express 27 National
Champion
'83 Olson 30 N.A.'s
Champion
'83-'84 Congressional Cup
Finalist
'81 Sear's Cup winner
'82 USYRU C of C's winner
'81-'82 R.Y.C. Yachtsman
of the year



ED LORENCE

Western Regional Manager
IOR Expert

Sailing Background:

3 Admiral's Cups
3 Clipper Cups
7 SORC's
10 St. Francis Big Boat Series
TransPac, Mexican races.
Maxi Big Boat Veteran
'83 6 - meter championship

SPINNAKER SALE

10% DISCOUNT

To the end of April at our
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We Can Help Make Your Season Too!!

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SOBSTAD SAILMAKERS
1230 BRICKYARD COVE RD.
PT. RICHMOND, CAL 94801
415 234-4334

Steve Jeppesen, John Kostecki
Bruce Powell or Jocelyn Nash



SOBSTAD

A FORCE TO BE RECKONED WITH

Watch Our J-24 Sails Go!



HANK DEKKER:

SAILING BLIND FROM SAN FRANCISCO TO HAWAII

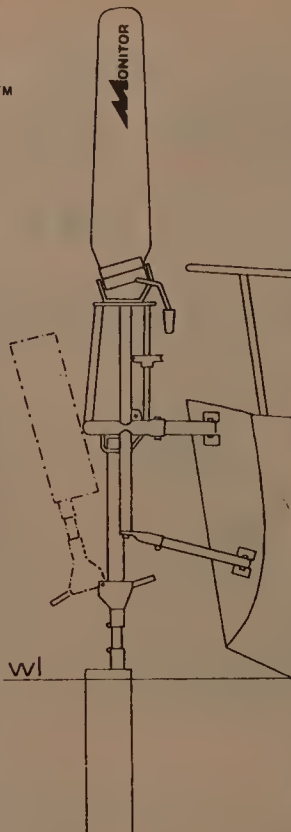
"The MONITOR worked so well I did not have to lay a finger on the tiller until half an hour ago," was Hank's comment after 24 days at sea.

MARK SCHRADER:

SOLO SEATTLE TO SEATTLE — 199 DAYS

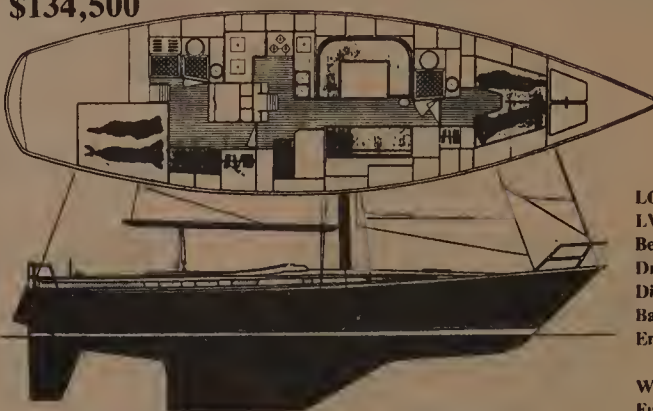
Mark's Valiant 40 *Resourceful*, was equipped with an Alpha electronic autopilot and a MONITOR vane gear. Mark says: "Typical Southern Ocean conditions of 30-40 knot winds and 20-30 foot seas pushed *Resourceful* for 6 months in the latitudes 40°-50° South. The MONITOR steered 99 + % of the time, doing an exceptional job, day and night, in these conditions."

Mark's experiences contrast with those of the participants in the BOC race, where a lot of problems were experienced with other vane gears. The MONITOR performed around the world without a single malfunction. The only maintenance was a routine change of delrin roller bearings in the pendulum strut, carried out in Hobart, Tasmania, after 20,000 miles.



CT-47 AFT COCKPIT CUTTER FAST CRUISER KETCH/CENTER COCKPIT AVAILABLE

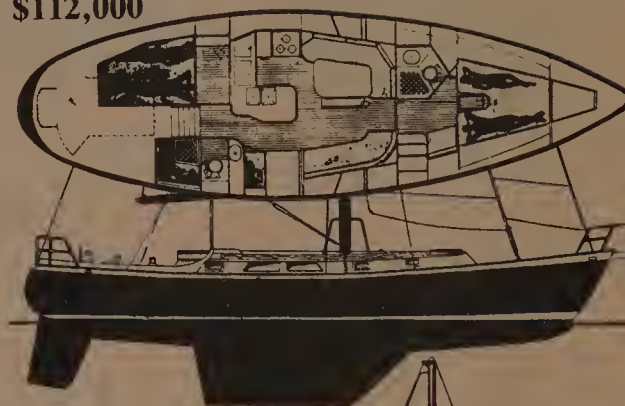
\$134,500



CT-47	
LOA	46'11 1/4"
LWL	37'6"
Beam	13'2"
Draft	6'0"
Disp.	29,395 lbs
Ballast	12,000 lbs
Eng.	Perkins 4154
	M/62 HP
Water	160 gals
Fuel	150 gals

CT-44 CUTTER

\$112,000



CT-44	
LOA	43'2"
Beam	13'1 1/2"
Draft	6' or 4'9 1/2"
Displ.	20216 lbs
Eng.	Perkins 50 HP
Ballast	9267 lbs
Water	120 gal
Fuel	100 gal
PILOTHOUSE VERSION AVAILABLE Designer: Y.M. Tanton	

NAVIK VR 10



JUST ARRIVED

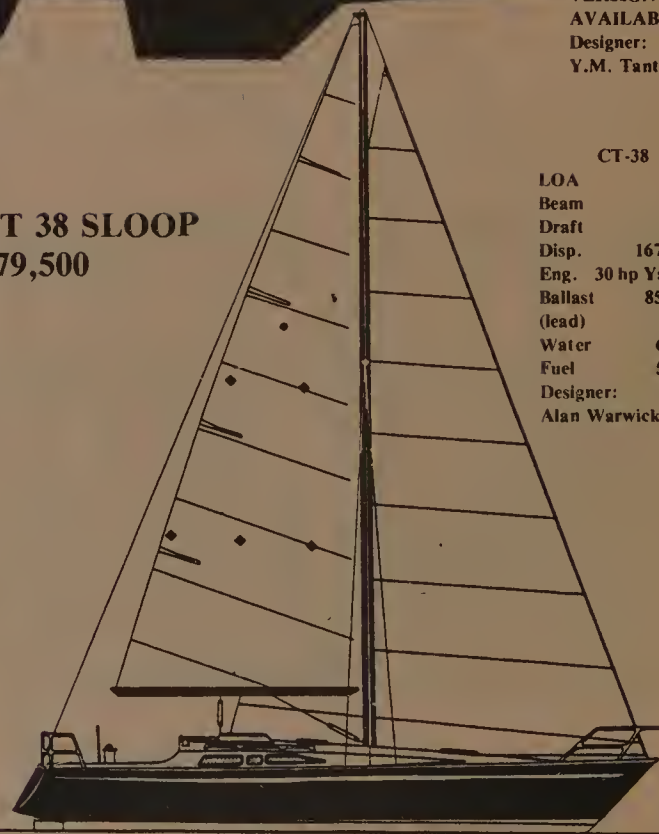
NEW NAVIK AT-50 Tillerpilot — \$450 introductory



**GREAT NEW LINE OF TENDERS
ALL BOATS AND RAFTS ON SALE**

CT 38 SLOOP

\$79,500



CT-38	
LOA	37'9"
Beam	11'6"
Draft	6'7"
Disp.	16775 lbs
Eng.	30 hp Yanmar
Ballast	8527 lbs
(lead)	
Water	60 gals
Fuel	50 gals
Designer: Alan Warwick	

OTHER CT YACHTS

TRADITIONAL: CT 34-41-42-54-65

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SAIL BROKERAGE LIST

20' Marieholm MS	\$13,950
21' Wilderness	15,500
22' Bristol	7,950
24' Farr 7.27	14,500
24' J-24	19,500
24' San Juan	19,500
25' Buccanner	13,500
25' Bob Smith	15,500
25' Ericson Swing Keel from	13,500
25' Yamaha	26,500
25' Pacific Sea Craft	27,500
25' Merit	21,000
25' Bahama	10,900
26' Mull	22,900
26' Cheoy Lee Frisco Flyer	19,000
27' Bristol	13,950
27' Santa Cruz	21,950
27' Nor Sea from	39,900
27' Fingal	15,500
27' Cape Dory	29,500
27' Cheoy Lee Offshore	26,500
27' Vega	24,950
27' Morgan	25,000
27' U.S.	29,500
28' H-28	24,900
28' Peter Norlin Sloop	34,000
28' Alberg	35,900
29' Trintilla anxious	29,950
29' Columbia	22,500
30' Bristol	54,900
30' Buccanner 295	35,500
30' Fisher Pilot House	63,500
30' C S Hunt Sloop	47,000
30' Wilderness anxious	47,900
30' Alberg Odyssey	25,000
30' Rawson	26,500
30' Hunter	31,500
30' Cal	25,500
30' Pearson reduced to	35,900
31' Pearson	48,000
31' Sea Eagle	54,000
31' Angleman Gaff Ketch	37,500
31' Herreshoff Cat Ketch	54,900
32' Pearson	59,950
32' Ericson	32,950
32' De Fevre	32,000
32' Ericson	36,500
32' Bingham	49,950
32' Nantucket Clipper	39,500
32' Islander	54,000
32' Westsail from	57,000
32' Traveler from	47,900
32' Mariah trades	68,000
33' Oreadnaught trades	87,500
33' Tartan	85,000
34' Sea Spirit	45,000
34' Hans Christian	79,500
34' Peterson Sloop	69,950
34' Cal	55,950
35' Finn Sailer	39,500
35' Rasmus	68,500
35' C&C Yorktown	67,000
36' Cape Dory	105,000
36' Union	76,000
36' Freeport Islander	115,000
38' Globe anxious	94,500
40' Rhodes	48,500
40' Boyd & Young Custom	25,000
40' Challenger	83,000
41' Freeport Islander	139,950
41' Bennett	36,000
41' Morgan Ol	104,900
41' Kings Legend	108,000
41' Morgan 415	115,000
42' U.S.	129,950
43' H C Cutter from	139,900
44' LaFette	217,000
45' Columbia	106,000
47' Vagabond	150,000
48' Mapleleaf	225,000
50' Gulfstar	190,000
57' Swan from	340,000
65' Swan from	360,000

The *Freedom Express 39*, employs an exceptional hull design by Ron Holland. The result is a true performance cruising hull with a distinctive, powerful, graceful look. An additional feature, only found on this 39' is a new "continuous line reefing system". It enables one person to reef either sail within 40 seconds, all from the cockpit.

Built by Tillotson-Pearson, the current *Freedom Express* utilizes state-of-the-art "Contourkote" core construction for a lighter and stiffer hull.

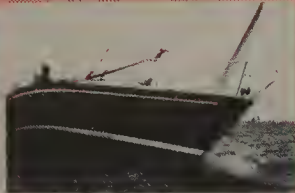
The interior is brightened with lighter colored woods, like oak and ash. With it's unusually open layout below a degree of customizing is standard practice...This allows each owner his or her own personal touches.

All in all, this easily handled yacht provides you with is true purpose...real freedom.

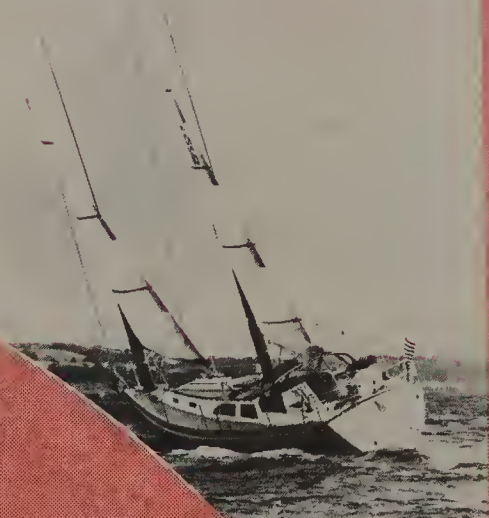
The Freedom Express 39



25' ERICSON SWING KEEL. Two of these beautiful pocket cruisers complete with trailers. Spend your whole vacation at your favorite cruising ground instead of spending your vacation getting there. **STARTING AT \$13,500.**



31' PEARSON. This performance cruiser, built to Pearson's usual quality specs, will take you there in comfort. Maintained in excellent condition. Call Joyce for a look see! **ASKING \$48,000.**



"See us at the San Francisco 'In-The-Water' Boat Show"



27' SANTA CRUZ. An extremely fast Mora racer/cruiser. Race ready w/ proven winning record. Full suit of sails and tandem axle trailer. Call Peter. **Only \$21,950.**



32' TRAVELER KETCH. A blue water cruiser with charm & comfort, a yacht that shows pride of ownership. A very comfortable cruiser for **ONLY \$47,950.** See Dave.



38' GLOBE. A large and comfortable cruiser with tremendous liveaboard accommodations. Drastically **REDUCED TO \$94,500.** See Dave.



30' PEARSON. Emeculately maintained & beautifully customized, this yacht is in Bristol condition. Owner will take smaller boat in trade. **REDUCED TO \$35,900.**



32' WESTSAIL. A cruising veteran with too much gear to list. Ready to go to warmer waters. **ASKING \$57,000.**



48' MAPLELEAF. Combining a well thought out design with exceptional quality and beauty. A specious, teak paneled interior gives the yacht an atmosphere of luxurious comfort.



25' YAMAHA. A very clean racer cruiser with diesel inboard. Selling on the bay. **ASKING ONLY \$26,500.** See Peter.



30' WILDERNESS. With 27.6 - 120 rating. Berlet wench. Extensive reefing gear. 15 bags, 5 of which are spinnaker. 7 hp BMW diesel Mertec prop. Professionally maintained and Transpec veteran. Make offer.



38' UNION. This beautiful blue water cruiser is ready for fun on the bay and to reach off to warmer waters. Being offered for **ONLY \$76,000.** See Dave.



50' GULFSTAR. Traditional Gulfstar craftsmanship. This yacht is willing to depart on your dream cruise. Excellent condition and well equipped. Call Mike for appt. **\$189,950.**

POWER BROKERAGE LIST

23' Vashon	24,900
32' Pacemaker	29,000
34' Chris Craft	15,500
34' Executive	62,500
37' California Trawler	79,900
41' Matthews	47,500
42' Matthews	52,000
42' Owens Concord	56,000
48' Chris Craft	159,900
48' Custom Trawler	135,000
57' Chris Craft	167,000
60' Flush Deck Aluminum Cruiser	360,000



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List: \$344.75

SALE: \$239.00

REGENCY MT 5500XL

74 CHANNEL VHF RADIO

Improved version, all the original features plus international capability

Super Sale: \$295.

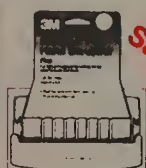


AK-1 LIFEVEST Type II, PFD

Sale \$5.39



3M SCRUB PAD

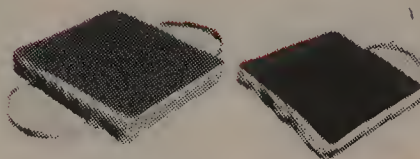


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or Coarse

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Sale \$7.39



chuck roast

VERSATILE POLARFLEECE® BUNTING is soft, warm and dries while wearing. Available in lt. gray, navy, burgundy, and new charcoal grey.

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Jacket

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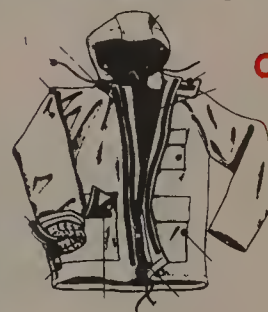
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40%
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Yachting Yellow
Sizes: XS, S, M, L, XL

Sale Priced at \$94.95



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Rugged construction, designed to operate in the world's harshest conditions.



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COUGAR — compact, powerful 1000 watt, 12 vdc motor — for boats up to 40-ft. Includes waterproof deck switch & handle for emergency manual operation.

List: \$1325

Sale \$995.

NEPTUNE — double acting, hand operated for boats up to 36', 770 lbs lift capacity.

List: \$685.

Sale \$479.

MDL 170

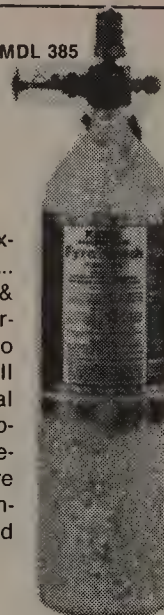
MDL 385

KIDDE

FYRE WATCH

Affordable auto. fire extinguisher system ... check the features & prices. Clean, odorless, Halon 1211 — no messy residue — will not harm electrical components. USCG approved. Incls: quick release bracket; pressure gauge; discharge warning light; epoxy coated aluminum cylinder.

Model	Area	List	Sale
170	170 cu ft	150.00	\$112.50
385	385 cu ft	220.00	\$167.50



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These high-strength, light-weight "dairy" cases are ideal for carrying or storing most anything, wet or dry. Get a regular size box FREE with any purchase over \$50.00*; or get a large size box FREE with any purchase over \$100.00*.

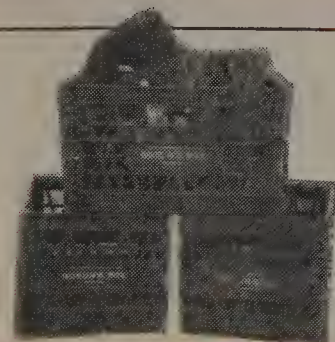
*sale items excluded

Forespar

NEW! CAPT'N HOOK BOAT HOOK NEW!

This is the toughest, most versatile boat hook you can buy. Fiberglass telescopic pole w/hard anodized alum. utility tip that accomodates optional mop or brush. The shaft's corrosion proof, non-conducting ... it floats too. Mop & brush will not rot, split or warp, & they're safe on all surfaces.

Model	Size	List	Sale
BHTH5	Extends 5'-10'	35.50	\$23.79
M-1	Mop	3.40	\$2.49
B-1	Brush	3.95	\$2.77



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HORIZON MARINE INSTRUMENTS



Features: Microprocessor circuitry; digital LCD display; front mounted; low drag thru-hull sensors & all mounting hardware included; speed/log displays: 0-60 kts; distance to 999 n.m.; racing timer; and off-speed alarm. Depthsounder displays: 0-400-ft; dual alarm (shallow or deep); and anchor watch.

BULKHEAD MOUNT
List: 399.00

SL-1 or DS-1

Sale \$269.00

CONSOLE MOUNT
List: 379.00

SL-2 or DS-2

Sale \$259.00

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Rated "Outstanding" by Skipper Electronics for "consistent use of high quality electronic components". We rate SR MARINER the best value in sail & power boat instruments. All units feature retractable sender w/cable set, thru-hull & dummy plug.

KT-5 or KT-7 Dual Range, Self-Generating Knotmeter. Choice of 10 or 20 knot scale.
List: \$155



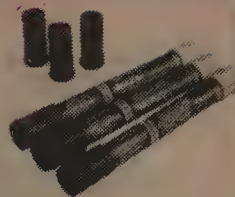
Sale \$99.

KL-2 Knotmeter with front reset & total logs. 0-12 knot dual range.
List: \$395.

Sale \$269.

DM-5 Dial d.s., 2-60 ft range w/adjustable LED alarm. List: \$250

Sale \$169.



VISUAL DISTRESS SIGNALS

Is it time to update your safety flares? We have them at the right price! Packed 3 per package.

Type	List	Sale
Hand-held Orange Smoke	23.20	\$13.95
Hand-held Red Smoke	16.90	\$11.50
Red Meteor, 12 ga.	6.33	\$4.75

TE-KA 2 PART TEAK CLEANER

2 Quart Kit



List \$7.95

Sale \$5.99



DEKS OLJE

#1 Matte Finish

Quart List: \$8.55

Sale \$5.99

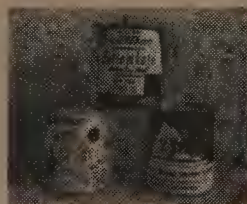
#2 Gloss Finish

Quart List: \$11.65

Sale \$8.49



Woolsey



BOTTOM PAINTS

QTS: 33% OFF

GALS: 40% OFF

TOPSIDE PAINT

QTS: 25% OFF

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WE STOCK COMPLETE FIBERGLASS SUPPLIES &



SEAPOWER

Fiberglass Cleaner

Quart List: \$8.95

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WASH-N-SHINE

Quart List: \$5.60

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SUPER POLY SEALANT

Pint List: \$8.95

Sale \$5.95



JASCO

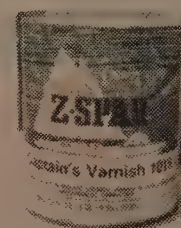
BILGE CLEANER

Quart List: \$5.49

Sale \$3.95

Gallon List: \$14.99

Sale \$10.95



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CAPTAIN'S VARNISH

Quart List: \$15.90

Sale \$9.89

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Quart List: \$9.95

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Chain	35%
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Meguiars	30%
Omega Foul Weather Gear	30%
Fenders	40%
Patagonia	25%
Z-Spar Paints	40%
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ALL OTHER STORE MERCHANDISE
20% OFF List Price

Sailing Boots	\$19.95	Dockside	
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50 channel	\$229.00		5.95

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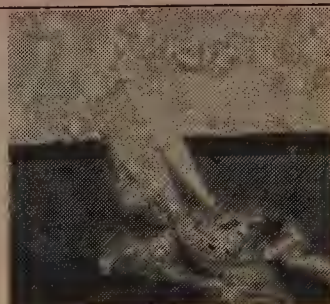
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Special: loaded w/equip, 4 sails, Combi sys., a.p., s/s winches, re-frig., 1 yr-old. In San Diego. Priced for quick sale: \$137,000.



ALOHA 34

Just listed: Full Combi, furl'g sys, 3 sails, s/s winches, microwave, only 1-yr old, still under warranty. Health forces sale — immediate delivery.

Size	Make	Yr	Price	30'	Coronado	'71	\$23,950
22'	Santana	'67	\$5,900	31'	Mariah	'78	\$68,000
24'	C&C slp.	'79	\$16,500	31'	Contest	'72	\$54,600
24'	Ketch M.S.	'68	\$17,995	32'	Dreadnaught	'80	\$87,000
25'	Columbia 7.6 slp.	'78	\$17,500	32'	Pearson	'65	\$34,900
26'	Ranger	'70	\$12,900	32'	Nantucket Clipper	'71	\$46,500
26'	Excalibur Marine	'66	\$11,150	33'	Hunter	'81	\$44,000
26'	Pearson.....2 from		\$14,500	34'	Aloha 10.4	'83	\$87,600
27'	Catalina	'78	\$19,500	34'	Peterson	'80	\$69,950
27'	Cape Dory	'70	\$37,500	35'	Halberg Rassy	'74	\$67,500
28'	San Juan	'78	\$26,950	35'	Coronado slp.	'73	\$44,000
29'	Competition 1000	'73	\$32,000	36'	Bristol slp.	'79	\$59,900
29'	Trintella	'67	\$30,000	37'	Fisher M.S.	'78	\$125,000
29'	Columbia	'66	\$21,500	39'	Cal sloop	'71	\$77,000
29'	Ericson	'76	\$27,000	41'	Formosa	'75	\$71,500
29'	Cascade	'67	\$35,000	41'	Kettenberg	'67	\$44,000
30'	Catalina.....2 from		\$28,000	43'	Columbia	'70	\$78,500
30'	Islander.....2 from		\$33,000	45'	New Zealand kitch.	'74	\$135,000
30'	Cal 9.2	'81	\$47,895	47'	Perry	'79	\$110,000



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San Mateo, California 94401

(Across 101 from Coyote Point)

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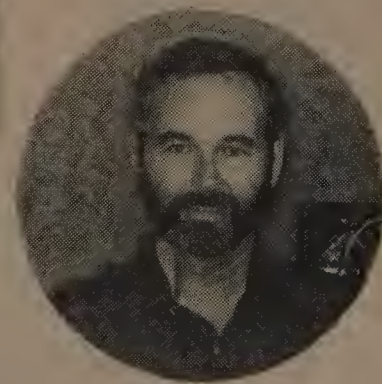
"we go where the wind blows"

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Charter Mexico Association (415) 332-1171

Can you believe a complete B & G system — the ultimate in quality and reliability — for only **\$2,395**? That's the new **Hornet 4** cruiser/racer instrument system! Call today for more information on this exciting new package.

\$2,395



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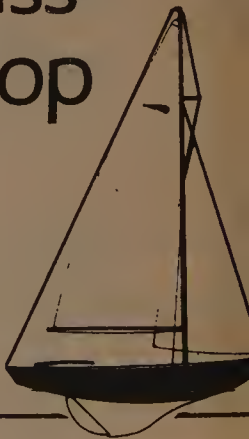
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SANTA CRUZ

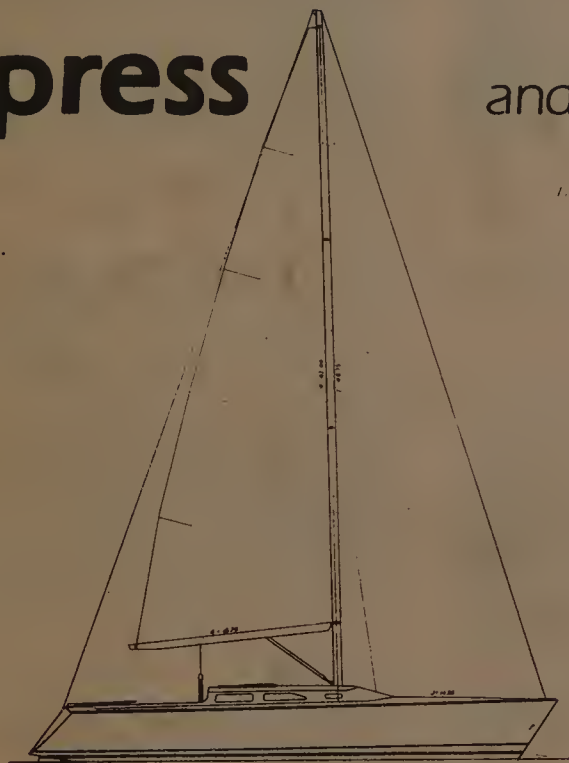
2222 East Cliff Drive
Santa Cruz, CA 95062
(408) 476-5202

...wit

Where it's happening fast!

Sailing Update...

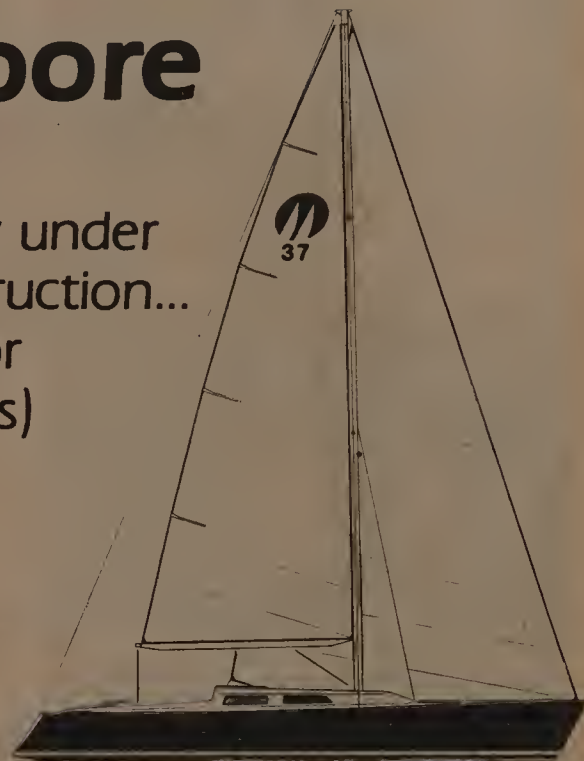
**Express
37**



and the

**Moore
37**

(Now under
construction...
call for
details)



Olson 40



Available
for Race
Charter.

**Pacific
Cup?
Call
Now!**

**Olson
25**

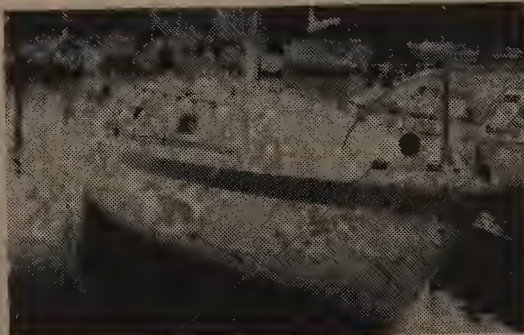


over 20 years of dedicated experience

O'NEILL YACHTS



Columbia 24, 1966: Fully maintained, new sails, full keel, excellent condition. \$6,800.



Cal 2-30: New diesel - immaculate - a fine example of this popular Lapworth design. \$29,000.



Cal 31, 1980: High quality, well-maintained, extensive gear list. \$55,000.



Express 27: Winner of the 1983 National Championship-Full sail inventory, with trailer. Impeccably maintained. \$27,500.



Santana 525: Clean and well equipped. We took it in trade, your chance to save. \$15,500/offer.



Moore 24, 1980: The standard to excellence in the Moore 24 class. Exceptionally maintained; trailer, outboard, full complement of sails. \$18,900

SELECTED BROKERAGE:

Size Manufacturer Year Price

SAIL

20'	Cal (new sails)	1964	4,995
21'	Burns (reduced)	1982	12,900
21'	Wilderness	1978	10,600
24'	Moore, 3 from	1976	15,500
24'	Columbia	1964	6,800
25'	Santana 525	1980	15,500/offer
25'	Catalina	1979	15,500
25'	Cal Diesel/reduced	1979	23,500
27'	Cal	1971	16,500
27'	Express	1982	27,500
27'	O'Day	1976	23,900
27'	Santa Cruz	2 from	19,950
28'	Maire	1982	28,500

Size Manufacturer Year Price

2-30'	Cal	1968	29,000
30'	Un-30	1980	28,000
30'	Windjammer	1978	24,500
30'	Erickson	1968	32,500
30'	Olson, 2 from		25,000
30'	Custom		22,500
30'	Islander	1976	29,500
31'	Cal 31	1980	55,000
33'	Nor'west	1978	59,995
33'	Wylie	1979	75,000
33'	Ranger	1977	46,500
34'	Islander	1980	53,000
34'	Dash	1982	49,950
35'	Santana	1981	66,950
424	Pearson	1980	149,950

Size Manufacturer Year Price

37'	Swan	1972	89,000
38'	Farallone Clipper	1957	65,000
40'	Olson 40	1982	129,000
41'	Freeport Islander	1980	125,000
50'	Offshore	1972	185,000
50'	Santa Cruz	1981	200,000

SAIL/MULTI-HULL

16'	Hobie Nat. w/trailer	1980	3,000
38'	Brown	1971	59,000
40'	Multi	1974	45,000

POWER

24'	Skipjack — turbo	1980	40,000
26'	Shamrock — turbo	1980	37,500
47'	Monk	1962	95,000

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(408) 476-5200

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City: _____

State: _____ Zip: _____

Phone: residence (_____) _____

business: (_____) _____

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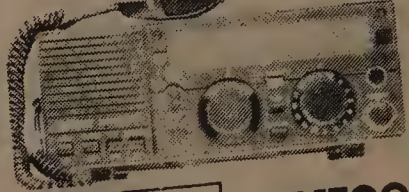
SALE \$499

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- IC-LC1 Leather Case 45.00
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Charges CM-3 pack standard
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Allows direct operation
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- IC-CM2 Battery Pack 49.50
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425 mA NiCd
- IC-CM3 Battery Pack 39.50
Standard Voltage/Standard
Capacity
- IC-CM4 Battery Case 18.50
For use with 6 "AA" Batteries
Alkaline or NiCd
- IC-CM5 Battery Pack 66.83
High Voltage/High Cap
425 mA NiCd
- IC-ML25 Amplifier 199.50
Raises the power of the
IC-M2 to a full 25 watts
- IC-AA1 Antenna Adapter
Allows the M2 to be
plugged directly into your
existing base or vehicle
antenna 14.50
- IC-CM1 Cigarette Lighter Cord 14.50
Plugs into lighter socket to
charge CM-3 or into DM-1 to
operate unit from car battery
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Charges CM-3 in 15 hrs CM-2
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stand while charging 189.00
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Plugs into transceiver and clips
on lapel or pocket 49.50
Has PTT button
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For extended range operation
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**NEW ICOM M700
MARINE SSB**

This exciting new transceiver offers
all of the performance of units
costing several times as much. 150
Watts PEP from 1.6 to 24 MHz with
48 memories plus a general
coverage receiver. Can also be
used as a Ham Radio Transceiver
on the Amateur frequencies.



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- 12 PROGRAMMABLE
CHANNELS
- 1 WATT OF TALK POWER

M-12 LIST 385.00

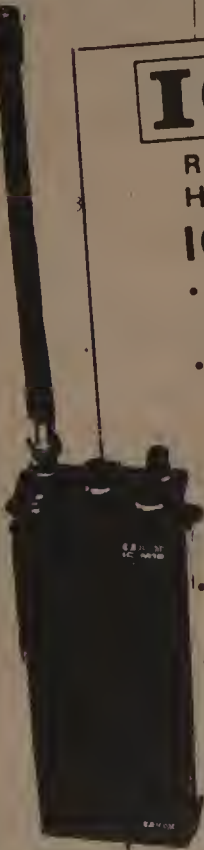
SALE \$269

ICOM M-2

- 78 CHANNELS WITH
THUMBWHEEL SELECTION
- 4 PRIORITY CHANNELS
- UP TO 5.5 WATTS OF
POWER
- RECHARGE FROM 12
VOLTS

M2—LIST
449.00

SALE \$319



**25 WATT
HAND-
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The ML 25 can be permanently
mounted in your boat. When
connected to your handheld it
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MFG SUGG PRICE \$199.50

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Viewstar VS300A Manual Antenna Tuner
(includes SWR meter) **\$149.95**

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(includes SWR meter) **99.95**

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SM-2 Stainless Ball Mount **18.95**
40 Meter Resonator **15.95**
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10 Meter Resonator

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General coverage receiver and full tranceiver operation from 160 through the 10 meter Amateur bands. Dual digital VFO's allow easy duplex operation, even across bands. 8 memories allow quick access to net, fax, or WWV time frequencies. Small size and direct 12V operation make this unit ideal for shipboard use. MFG SUGG LIST.....\$899

SALE\$799 (microphone optional)

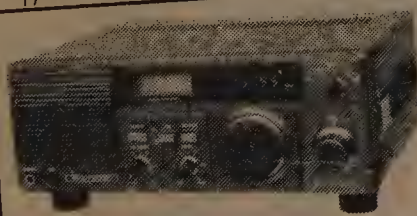


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16 memories, scanning, general coverage receiver and full coverage of all Ham brands from 160 through 10 meter. One of the best receivers available with sensitivity less than 0.15 microvolt (CW, 1.6 through 30 MHz)! Tunable notch filter, passband tuning and voice operated T/R switch (VOX).

MFG SUGG PRICE....\$995

SALE\$899
(microphone optional)



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The R600 is an affordably priced, high performance general coverage communications receiver covering 150 KHz to 30 MHz in 30 bands. Five digit digital frequency display for precise tuning. Kenwood quality throughout. Perfect for WWV time, weather reports, fax, or just listening to the Seafarer's Net.

MFG SUGG PRICE
\$399.95

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\$339**


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APRIL 11-15**

The largest In-the-Water Boat Show in Northern California.
Come see sail and power boats on display both in the water and on
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Marine accessories, too!

LOCATION: Mariner Square Alameda, California. Take the first
immediate right after exiting the Alameda Tube.

HOURS: Wed.-Fri. 11:30-6:00 Sat. and Sun. 10:00-6:00.

ADMISSION: Used Boat Show, Adults \$3.
New Boat Show, Adults \$5.
Ages 6-12 \$2. Under 5 Free.

\$1.00 DISCOUNT off General Admission with this ad!

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WALL STREET DUCK



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Peterson 42



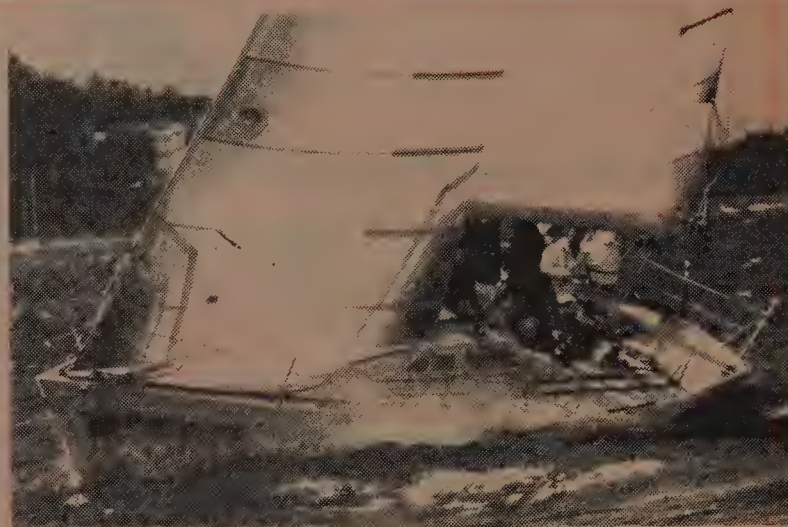
ENTERTAINER
C&C 38



IRRATIONAL
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COPA CABANA
Custom Wylie 31



Record After 8 Races		Class	Overall
4.02.83	Schoonmaker-Stewart	1st	2nd
	Lightship Race		
4.16.83	Montara-Farallone Race	1st	1st
4.22.83	Richmond Y.C. Bay Race	1st	1st
5.07.83	Farallone Island Race	1st	3rd
5.14.83	Corinthian Y.C. Bay Race	1st	1st
	(Default)		
5.21.83	Stone Cup Race #1	1st	
5.21.83	Stone Cup Race #2	2nd	
5.21.83	Stone Cup Race #3	2nd	
Series Records			
5.83	Waterhouse Cup	1st	1st
	Championship		
5.83	Frank Stone Memorial Cup	1st	
3.84	Big Daddy Regatta	1st	1st

SELECT BROKERAGE

SANTANA 20 1977	\$7,000
SANTANA 22 1972	6,900
TANZER 22 1975	7,500
NEPTUNE 24 1983	SOLD 15,000
MOORE 24 1977	15,000
SANTANA 525: 2 TO CHOOSE FROM ('77, '78)	14,000-16,500
NEWPORT 27-s 1976	18,500
CATALINA 27 1972	20,000
ISLANDER 28 1978	33,500
NEWPORT 28: 2 TO CHOOSE FROM ('83, '81)	35,000-34,000
NEWPORT 30III 1982	46,000
SANTANA 30: 2 TO CHOOSE FROM ('75, '76)	35,000-38,000
U.S. 30	39,500
HUNTER 30 1978	34,900
PETERSON 31 1977	45,000
ERICSON 32 1972	36,500
SANTANA 35	68,500
NEW YORK 36 1981	95,000
41 KETCH 1981	105,000
NEWPORT 41 1979	75,000
J/36 GRYPHON	
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34' • 41' • 47'

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Cal 29 A Season Champ!
This proven race winner is waiting for you. 5 bags of sails plus main, spinnaker equipt., "Like new" engine. Lots more offered at \$29,000.

Spirit 6.5 1978 Spirit w/trailer. Easy to trailer. Easy to sail but still challenging to the experienced sailor. It can be yours for \$9,000

32' Wastall 1976 Beauty. Five bags of sails + a main. Complete galley. Offered at \$57,000 (Sistership)



38' Motor Sailer 1979 "Like New"
Loaded w/electronics. Must see to appreciate. Bank Repo. Submit all Offers



27.5 Bayliner 1981 Bayliner -Victoria w/trailer is waiting for you. Great galley, sleeps 6 comfortably, full Delta canvas and traveling tarp. Hurry on this one \$28,500



32' Trojan 1973 Trojan. Clean! Just rebuilt gas engines (Twin Fords) Head w/shower. Flybridge. Good live-aboard \$39,500

42' Steal Commercial Fish Boat Radar, VHF, Stex Chart Recorder, autopilot, Kolstram 4 spool tuna gardsies. Just bottom painted, two depth sounders, and much more. Cummins 225 h.p. turbo. Only \$59,500

Selected Brokerage

SAIL

50' 1975 Gulfstar Ketch Diesel	190,000
47' 1974 Olympic Adventure Ketch	128,500
44' 1976 Peterson cutter, diesel	115,000
43' 1978 Westsall Ketch Diesel	145,000
42' 1940 Alden Cut Diesel	40,000
41' 1980 Islander Freeport	130,000
40' 1974 Challenger Sloop Diesel	94,000
38' 1979 Cornet MtrSlr	Offers
38' 1976 C & C Sloop	59,500
37' 1982 Lancer	Offers
36' 1980 Hunter Sloop Diesel	61,500
36' 1959 Lapworth Sloop Diesel	39,500
36' 1978 Islander Sloop Diesel	66,500
33' 1981 Hunter	44,000
32' 1972 Westsall, Diesel	57,000

31' 1978 Cal Sloop, Diesel	Offers
31' Mariner Herreshoff Ketch	37,500
31' 1977 Trimaran	Offers
30' 1979 Lancer MK IV Sloop	35,000
30' 1976 Catalina Sloop, Diesel	35,000
30' 1969 Albergo/Pearson Sloop	25,000
29' 1962 Rhodes Ranger Sloop	16,500
29' 1973 Cal 2.27 Sloop	29,000
28' 1977 Lancer W/Trailer, Sloop	17,500
27' 1977 O'Day Sloop, Gas IB	21,000
27' 1980 Catalina Sloop, Gas IB	24,000
27' 1978 Balboa Sloop	Offers
26' 1973 Ranger Sloop, OB	14,500
26' 1977 Chrysler Sloop, Diesel	20,000
26' 1979 San Juan 15 hp OB	18,000
26' 1975 Pearson Sloop, 15 hp OB	13,500

25' 1980 Merit Sloop	21,950
25' 1968 Cal 25 Sloop	7,800
25' 1967 Coronado Sloop 6hp	7,900
25' 1980 Cal-25 Sloop 11 INB	22,500
25' 1968 Coronado	11,000
25' 1979 Buccaneer Sloop 7.5hp	15,000
24' 1979 Nightengale	Offers
24' 1976 Northstar Sloop 4 hp	15,000
24' 1979 Nightingale Sloop 7.5hp	15,500
24' 1968 Islander Bahama Sloop	8,000
23' 1970 Ericson, Sloop 6.0 hp	6,800
22' 1975 Chrysler Sloop OB	7,495
3 Cyl. BMW Diesel, 1982	Offers

POWER

42' 1958 Steel Cruiser	\$45,000
42' 1968 Owens Aruba	Offers

42' 1965 Comm. Fish Boat	59,500
41' 1967 Hatteras Sportfish	79,000
38' 1929 Cruiser, Chrysler	39,000
38' 1966 Chris Craft Roamer	43,900
37' 1972 Celif. Trawler	69,950
36' Stephens Cruiser	47,500
35' 1973 Roughwater	52,500
34' 1963 Owens Cruiser Gas I/O	29,000
34' 1977 Executive Fiberform Crsr	62,500
32' 1973 Trojan	39,500
28' 1979 Chris Craft Cruiser, 225 hp	34,000
27.5 1981 Bayliner Victoria	28,500
26' 1980 Farallon	Offers
26' 1977 Reinell Cruiser, 235 hp	19,995
25' 1979 Farlane Cruiser	29,500
25' 1982 Faralone Comm	41,500
17' 1954 Chris Craft Run, Gas IB	5,000

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Vice Chancellor Roderic Park's
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(415) 642-1961

CALENDAR

Non-Racing

March 29-April 15 — Newport In-The-Water Boat Show in Lido Marina Village. Over \$30 million worth of boats. (714) 673-9360.

March 31 — Coastal Piloting and Celestial navigation classes start at Horizon Charters. (415) 521-5370.

March 31 — Catalina 27 "New Members' Night" at the Metropolitan YC, including cocktails, dinner and special speaker. John, (415) 331-2508.

March 31 — Sailing instructor Jeanne Malis explains tidal flows on the Bay at the Bay Model Visitor Center in Sausalito. 332-3870.

April 4 & 5 — **Latitude 38 Crew List parties.** April 4 at the Corinthian YC in Tiburon, April 5 at the Metropolitan YC in Oakland, both 6-9:30. Come find a sailing mate. Open to those on the Crew List, others can pay \$5 at the door. 383-8200.

April 6-15 — San Francisco In-The-Water Boat Show, including both used and new boats, accessories, seminars and much more. Don't miss the Parade of the Brooms either! (415) 523-0922.

April 11 — The National Maritime Historical Society presents the movie "The Great Age of Sailing", 8 p.m. at the Corinthian YC in Tiburon. An hour before the movie you can either build your own sandwich or enjoy a drink at the club bar. \$5 per person for the movie, but please make reservations. 435-4771.

April 11 — Kame Richards discusses tides on the Bay with slides taken from 60,000 feet above earth! An out-of-this-world show. At 7:30 p.m. in Room 370, Bldg. C, Fort Mason Center, S.F. \$4. 441-5970.

April 13 — Creativity in the Galley with Lynne "From Can to Pan" Orloff-Jones in Sacramento. (707) 557-0578.

April 13 — The Singlehanded Sailing Society presents a seminar on "Seamanship". 7:30 p.m. at Island YC. 523-6200.

April 15 — Palo Alto's Opening Day ceremonies. Beat the rush on the City Front. (415) 856-1343.

April 15 — Santa Cruz YC's spring nautical equipment swap from 0900 to 1300 hours. At 7th Ave. and Brommer St. (408) 425-9800.

April 21-22 — The International Folkboat Association hosts a cruise to the Richmond YC. All non-members are welcome. Write to L.W. Martridge, 626 Rollingwood Dr., Vallejo 94590.

April 26 — Meteorologist John Monteverdi will talk on the Bay Area climate and what affects it. At the Richardson Bay Audubon Center. 388-2524.

April 29 — Opening Day of the Bay. Be careful out there. Doug Faulkner, (415) 934-1647.

April 29 — The Berkeley YC presents "The Race of the Century", a film of the 1983 America's Cup. A spaghetti dinner precedes the presentation, starting at 6:30. Reservations are a must. Call Ruth at 526-4899. Even though Conner lost the Cup he was still named Yachtsman of the Year in San Diego.

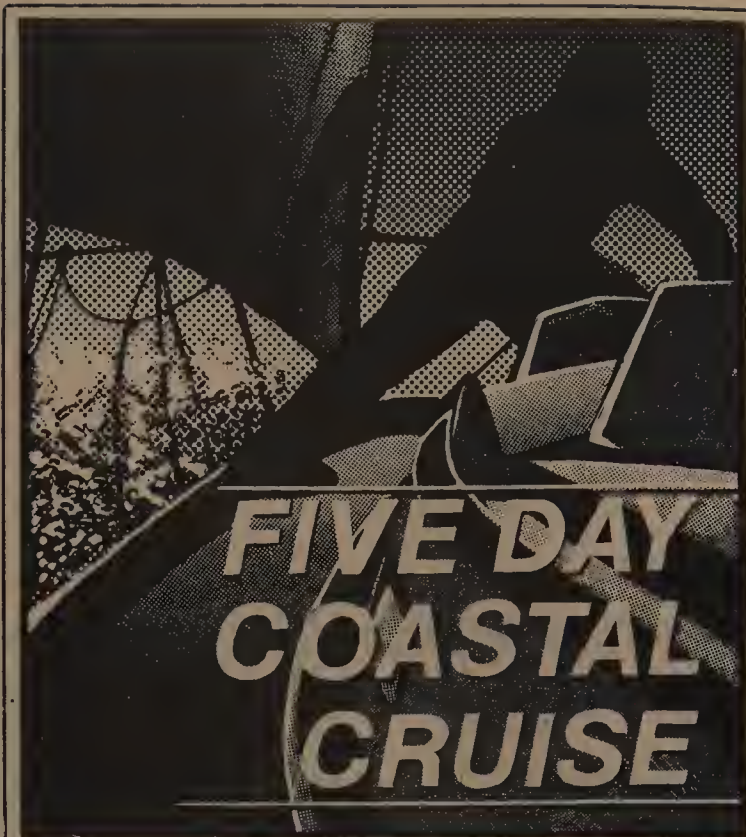
April 29 — Oceanic Society hosts an Opening Day sail/dinner with music. Donation. At Sausalito Cruising Club. 441-5970.

May 3-6 — Discovery Bay Boat Show in Byron, CA. Come to the Delta. If you buy a large boat at the show, they'll give you one month's slip rental free! (415) 634-2406.

May 7 — The Oceanic Society sponsors a program on "Hi-Tech Sailing", featuring Ray Taber, owner of Maritime Electronics in Sausalito. At 7:30 p.m. in Bldg. C at Fort Mason Center, S.F. Free to Oceanic Society members, \$2 for all others. 441-5970.

May 10 — Cass' in Sausalito sponsors a Celestial Navigation Course at the Sausalito Cruising Club. Fourteen sessions led by Jim Maher. 332-6789.

May 12 — Marine Swap Meet at the Sacramento YC, 1048 South



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This is a learning experience for serious sailors who someday want to cruise, and want to find out what it's like **NOW!**

Aboard the 45' ketch rigged yachts *Americana* and *Adventure* you'll learn coastal navigation by hands-on use of Radar, Loran, ADF, VHF, Celestial and all other aids for safe coastal navigation.

All cruises include:

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Sausalito, CA 95964
Monday-Sunday 9-5:30
(415) 332-5172

Vallejo Marine

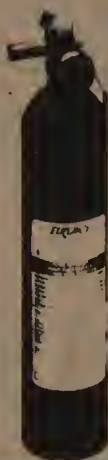
2430 Sonoma Boulevard
Vallejo, CA 94590
Tues. Sat. 9-5:30 Closed Sun. Mon.
(707) 643-7179

NEW! FIREBOY
THE AUTOMATIC

COMPACT HALON 1211 FIRE EXTINGUISHER

Clean, fast effective fire
suppression against class A,
B, and C fires. Designed for
squeeze grip operation.

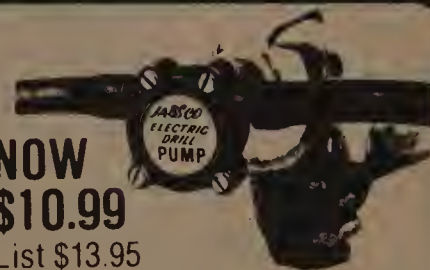
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2½ lb.	\$53.25	\$39.86
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Shows the condition of your batteries (up to
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List \$ 119.95 **SALE \$89.95**

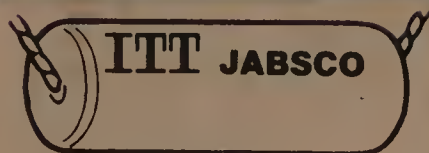


**NOW
\$10.99**

List \$13.95

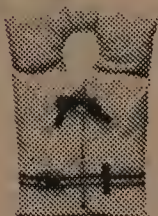
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Includes self-priming drill pump
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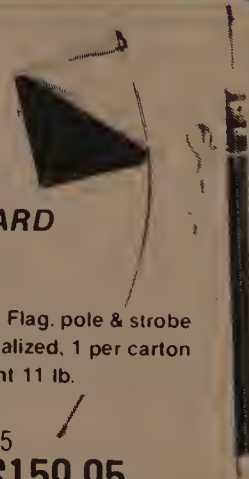
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Model #1000 - Flag, pole & strobe
2 piece sectionalized, 1 per carton
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Racing

March 30-April 1 — 19th Annual Camellia Cup at Folsom Lake, 15 miles east of Sacramento. Hundreds of boats! (916) 961-FLYC.

March 31-April 1 — J/24 tune-up clinic at Richmond YC with experts John Kostecki, Steve Grillon and others. 237-2821.

March 31-April 1 — Columbia 26 Mark II fleet holds their 15th annual NorCal regatta. Dinner on Saturday night at Berkeley YC. Non-racers welcome. (415) 848-1571.

March 31-April 1 — ODCA Champion of Champions series with five races to find out who's the best of the best. Doug McVae, 375-4768 (w).

April 1 — Sausalito Cruising Club presents a racing seminar on "Boat Speed, Sail Shape, Mast and Hull Trim". \$15 for a day of education. 332-9349.

April 1 — Tune-up race for the Day Sailor fleet as they prepare for their North Americans on the Bay in July. (415) 574-2251.

April 6 — Start of the "Two Man J/24 Race Around Oahu". That's 115 wet and wild miles for those who dare. Ted Beck, 444 Hobron Lane, Suite 215, Honolulu, HI 96815. (808) 955-6611.

April 7 — Windsurfer racing off Zack's in Sausalito. 332-2777.

April 7 — Eighth annual Colin Archer Memorial race for doublers only. Rick Oliveira, 521-9846.

April 7 — Carquinez Strait regatta between the Carquinez and Benicia Bridges. For keel, centerboard and catamaran boats. (415) 939-4069 or (415) 427-4513.

April 11-14 — Newport Harbor YC hosts the first U.S. Yacht Club Challenge Cup to find out which is the best yacht club in the country. We're talking honor, ego and bragging rights! (714) 673-7730.

April 14 — Singlehanded Farallones Race. Going to the islands alone. Ants Uiga, (415) 326-6741.

April 14-15 — Lakeport YC's Spring regatta on Clear Lake for everything from El Toro on up. (707) 279-1335 or (707) 263-5565.

April 14-15 — Folsom Lake hosts the Breakaway regatta, one of NorCal's largest Hobie race. (916) 966-0655.

April 14-22 — Easter in Mexico, Windsurfer style. Hot boards and hot fun. (415) 595-2285.

April 15 — Flying Junior tune-up day and Peter Sutter long distance race. Go the distance for Peter. (415) 322-8244.

April 21 — BAMA Doublehanded Race to the Farallones. Take a buddy along. For mono and multihulls. Dan Sandstrom, (415) 339-1352.

April 28 — Doublehanded Lightship Race. A spring out the Gate and back. (415) 769-8257 or 934-5197 (eves).

April 28 — Little Big Deal regatta for certified IOR owners. Here's a chance for all you mfo's (mighty fine owners) to pull all the strings in miniature 12 meters. Steve, (415) 234-4334 or Jim, (415) 485-1783.

Spring Series — Island YC, 5/4, 5/18, 6/1, 6/15, 6/29; (415) 786-6944/d or (415) 521-4780/e. Sausalito YC: Series 1 — 5/1, 5/15, 5/29, 6/12, 6/26; Series 2 — 7/31, 8/14, 8/28, 9/11, 9/25; (415) 332-1020. Golden Gate YC: Series 1 — 5/4, 5/18, 6/1, 6/29. Series 2 — 8/10, 8/24, 9/7; (415) 993-6634.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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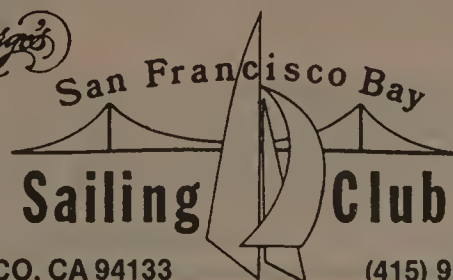
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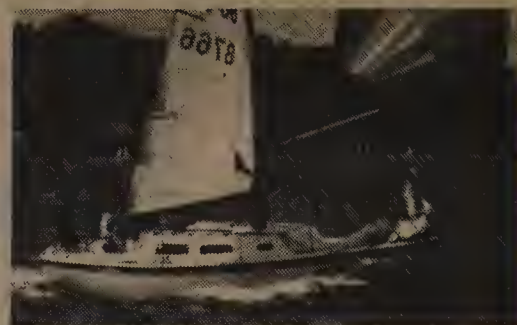
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Atomic four, sails include main, 110, 80% jibs, whisker pole, many custom items plus full inventory. **\$33,900.**



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Farymann diesel aux., VHF, fatho, wind inst., CNG stove, 4 mains, 6 head sails, 5 spinnakers, 2 staysails. **\$36,000**



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Faryman diesel, VHF, 2 compasses, fatho, wind speed & dir, halyard winches, 4 sheet winches, working sails plus 110% genoa and spinnaker. **\$28,500.**

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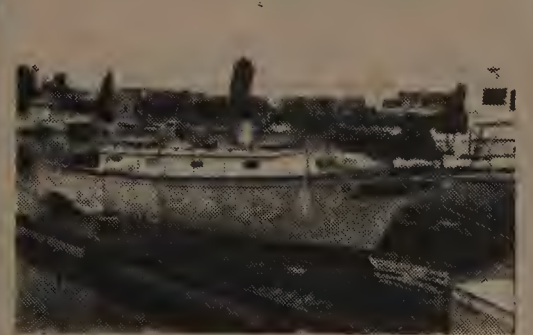
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32 ERICSON

Blt 72. Atomic 4 aux., VHF, fatho, auto battery chrg, New interior, New main, 2 jibs, whisker pole, New winches **\$35,500**



35 FUJI CRUISING KETCH (1974)

Perkins diesel, good equipment list plus traditional cruising interior. Priced right for the serious cruiser. **\$69,500.**

**YOUR BOAT
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Hard to find P/H w/inside helm + traditional cockpit steering. Gear incl: VHF, fatho, ADF, knotlog, autopilot, cockpit dodger, pres. H/C wtr, sails incl: working main, roller jib, genoa, club stays'l, mizzen. **DISTRESS SALE / NEED OFFERS!**



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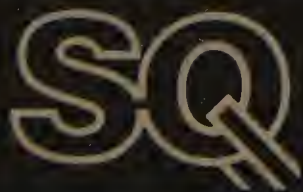
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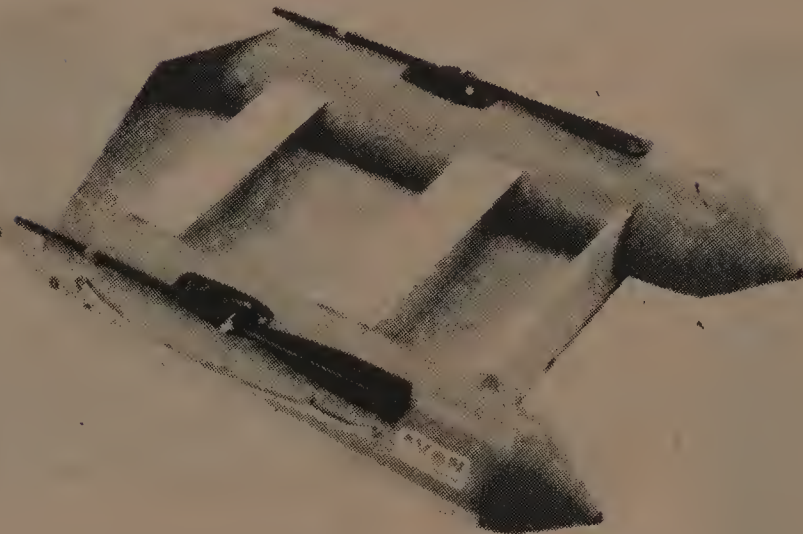
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RIB ... Rigid Inflatable Boat. It has a f/g hull for toughness, rigidity, & ride. Inflatable sides for stability, buoyancy, & seaworthiness. The pneumatic tubes permit launching in rough seas without doing damage to boat or crew.

Ten feet long with an easily driven straked Vee fiberglass hull & transom weighing 112 lbs, will carry 4 people at planing speeds with a 10 hp outboard. The RIB tows straight with very little drag. It's stable & seaworthy like a Rover 3.10 (the hull tubes are the same).

RIB is appropriate for any yacht that has space to carry a full size dinghy 10'x5' (8'x4' deflated) on deck, in davits, or swim step. With the robust patented Avon oarlocks & a strong pair of oars, RIB Rover rows easily & the buoyant bow lifts over breaking seas. The boat is totally fiberglass & Hypalon/nylon fabric, so maintenance's zero.

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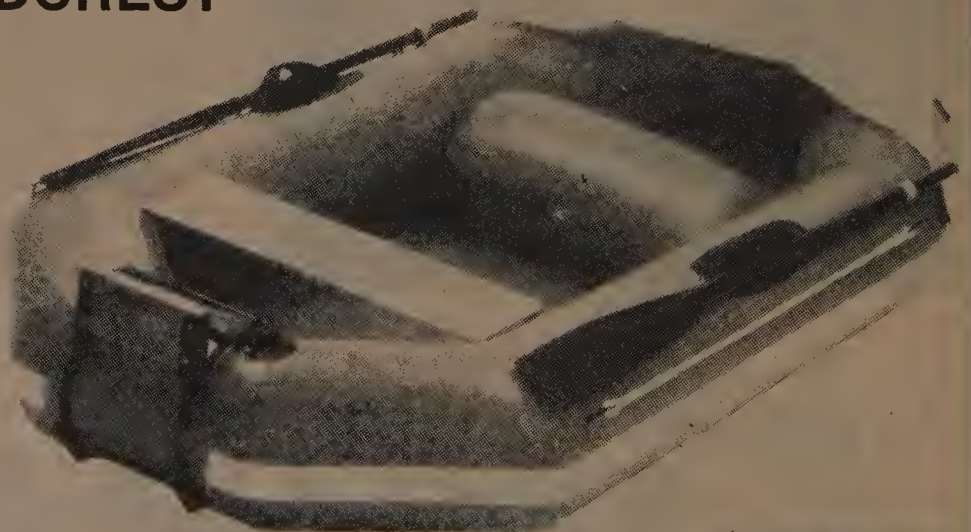
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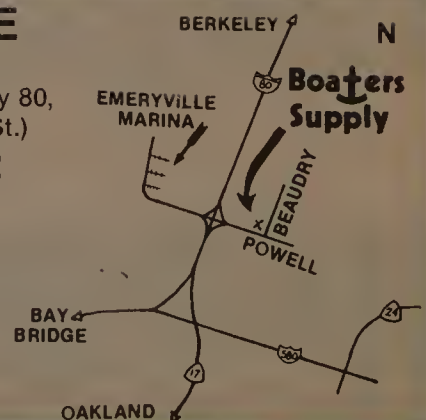
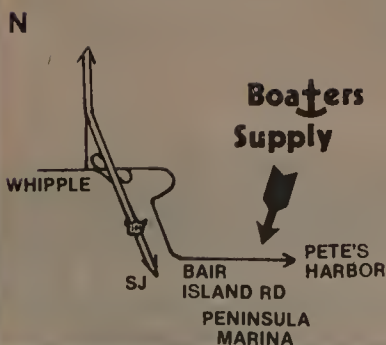
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North Atlantic convoy duty on board HMS BELFAST during the winter of 1942; members of the deck crew fought the 'other battle' — the ice. Work parties cleared the way with picks and shovels, working for hours on the wet, cold and windswept decks. Never was the daily tot of Pusser's Rum® so much appreciated as after one of these sessions.

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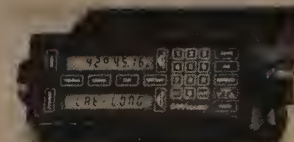


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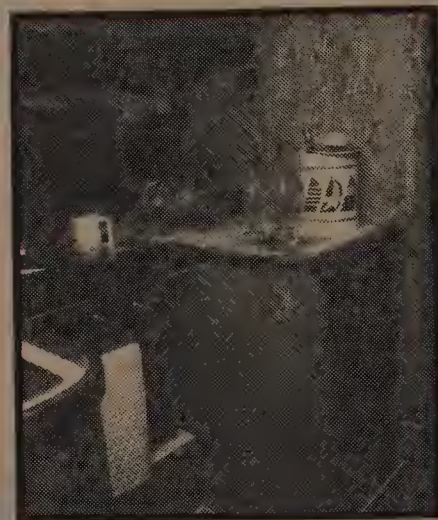


The latest lightweight racers are indeed fast. Not comfortable, not convenient, but fast. Of course lining up the mandatory deck apes is a pain, to say nothing of their subsequent care and feeding. And those bags of bulky headsails leave very little room in the cabin, and even less in your wallet.

The *Freedom 21* and *25*, are not quite as fast as the stripped out racers. In a considered trade off, we opted to give up some fractional speed in order to gain real accommodations below, protected comfort in the cockpit, and shorthanded ease on deck. But these *Freedom Cats* are notably faster than comparable cruisers because we have developed very efficient hulls, modern carbon fiber spars, and unique innovations like the Hoyt Gun Mount. And when white caps appear, and the racers start struggling with flapping foresails, these rugged *Freedom Cats* will go toe to toe with anybody.

What about ocean passages? When it comes to swift shorthanded ease, we'll take on anyone. On boats this size, there is just no room to carry a lot of crew and still be comfortable. The *Freedom Cats* offer a basically simpler single rig, which can be supplemented by a staysail for improved light wind windward performance, plus the unique Hoyt Gun Mount for one man spinnaker control. The fully battened mainsail is a quieter, better behaved sail, and our continuous line reefing (Patent Pending) lets one man reef in 30 seconds from the cockpit. *Freedom 25's* have been single-handed to Hawaii, and a variety of couples have cruised *25's* up and down the coast and through the Carribbean. Of course most people are more concerned with sailing across the bay than across the ocean.

You'd be surprised what a pleasure it is to be able to go where you want to go, when you want to, without having to depend on others.



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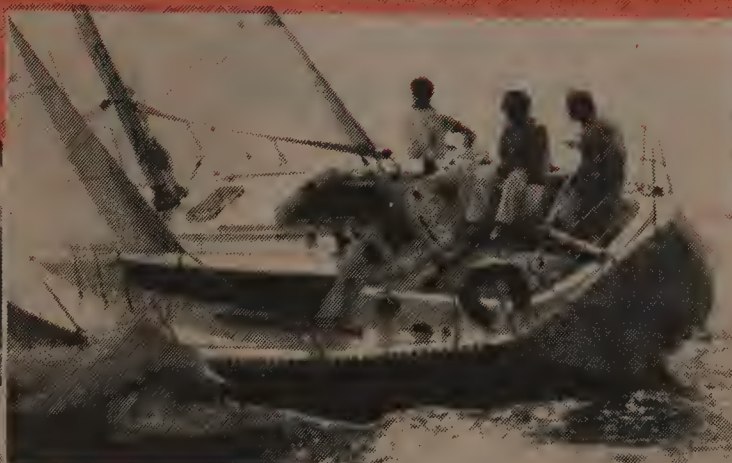


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Yachts de France



The continent's finest sailing yachts have arrived.

**"See us at the
San Francisco
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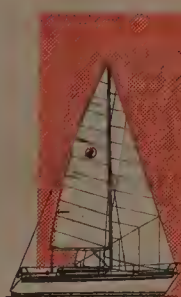
Elite 29: Winner of the 1983
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\$39,900

Once in awhile, a product comes along that is so exceptional, people find the claims difficult to believe.

The remarkable Elite Yachts, just introduced in America, are just such products. And now you can see for yourself whether or not our claims are true.

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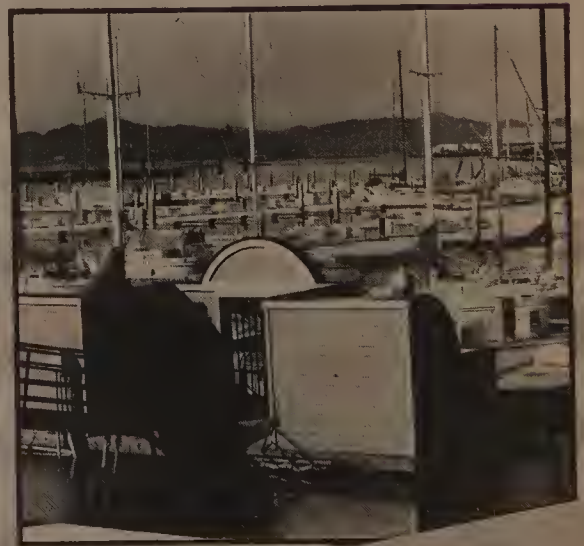
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LETTERS

□ STARTING SAILING AT 78

Please renew my gift subscription to my brother-in-law. He tells me after years of reading your magazine that he concludes the best boat for his purposes would be an Ericson 27 (see your influence). Recently widowed at 78 years young, don't be surprised if the mountaineer returns to the sea.

Your support of liveboards is outstanding. Finally PICYA (Pacific Interclub Yachting Association) has issued a position statement — a copy enclosed. I believe it right to the point with a minimum of verbiage.

David S. Johnson
Oakland

David — We've written about the PICYA and the BCDC in Sightings of this issue.

□ AND THEY LIVED HAPPILY EVER AFTER

Once upon a time there were two fish.

Fish B said, "I'm going to swim like it says in the encyclopedias, by wiggling my tail and my fins."

Fish A said, "Not me. I'm going to swim like a sailor sails with a strong venturi pulling at the luff of my head, and I'm going to make the venturi myself by forceably moving my head from port to starboard."

Fish B attained hull speed and eventually was eaten. Fish A swam at 30 knots and prospered (see figure 1).

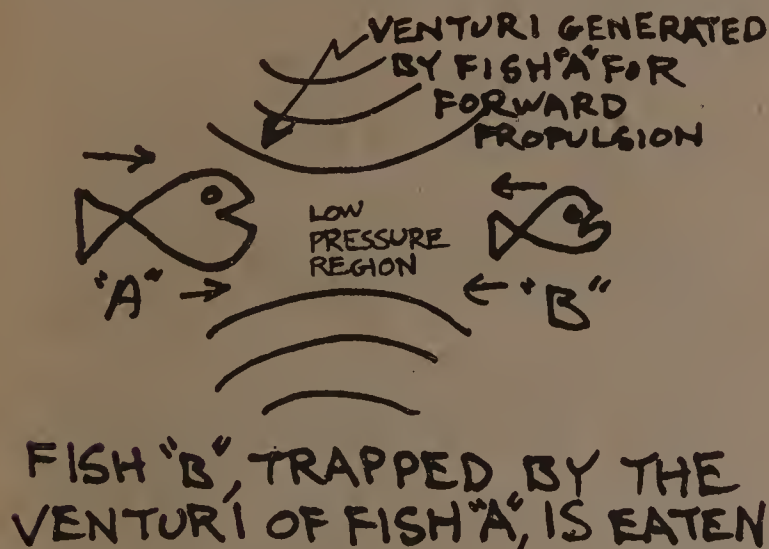


Figure 1.

I taught myself to swim by emulating Fish A. It took quite a while but I mastered the head and shoulder movement to sustain a venturi, but because of drag, I rarely exceed ten knots. Meanwhile, I am fitting undulator vanes to the bow of my boat for venturi propulsion and will give you a progress report later.

W.T. Hatch
North Berkeley Anchorage

□ CHANNEL CAUTION

About your comments to Craig Willis, Yacht Delta [Volume 80, page 71] — two items:

1. About the famous Thanksgiving Day Santa Ana that hit Santa Cruz Island. I was Commodore of a local yacht club at the time (November 25-26, 1976) and monitored reports, communications, etc. all that long weekend since three of our members were caught out at

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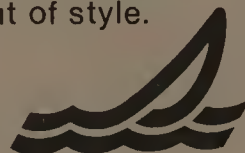
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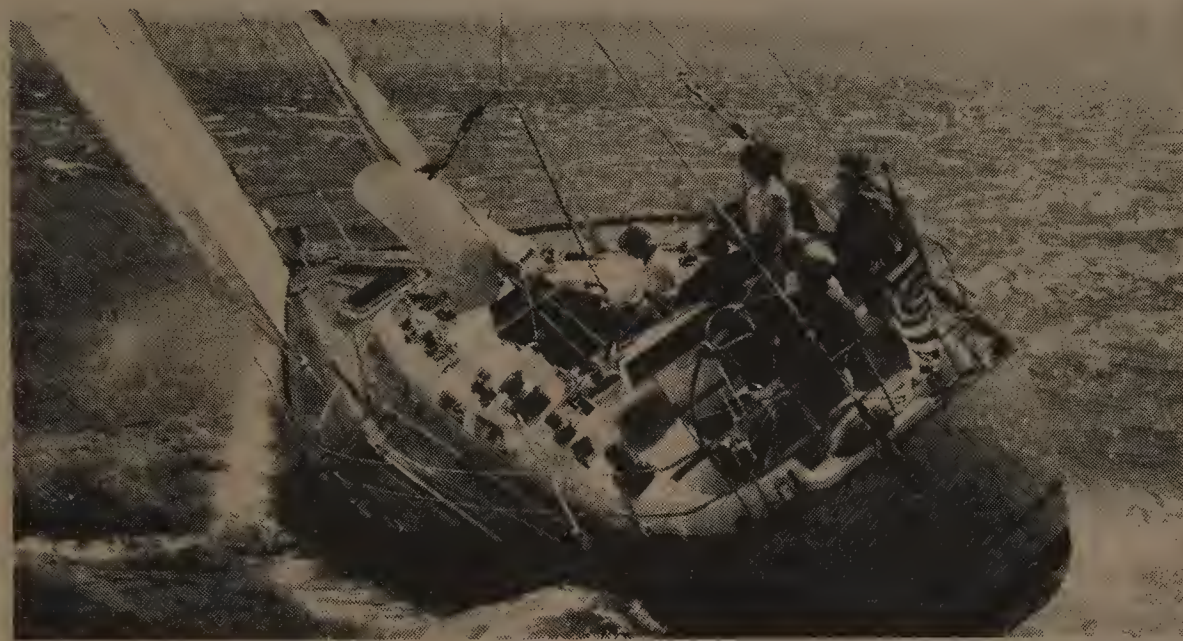
In fact, we're so confident of the Northstar 800's superiority, we challenge *any* LORAN C navigator—irrespective of price—to accuracy tests in dynamic blufewater conditions.

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- ☐ Saves and recalls 20 precise locations as well as the time(s) at which they were saved. Because it has no dynamic or time lag error, the Northstar 800 could make the critical difference in pinpointing a man overboard!
- ☐ Built into the Northstar 800 as standard equipment are autopilot interfaces for NMEA Standards 0180-0182. Also standard are interface outputs for sailing instruments manufactured by Atlantic, Brookes and Gatehouse and Ockam. Plus computer output (RS-422) interface. Standard.

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Nor Cal Offshore has also installed complete electronics systems aboard luxury private motor yachts and sailcraft by blue plate builders Newport Offshore Ltd., Palmer Johnson, Stephens Marine.

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tion victory aboard *Fantasy*. We've just equipped Tristan Jones' new round-the-world trimaran.

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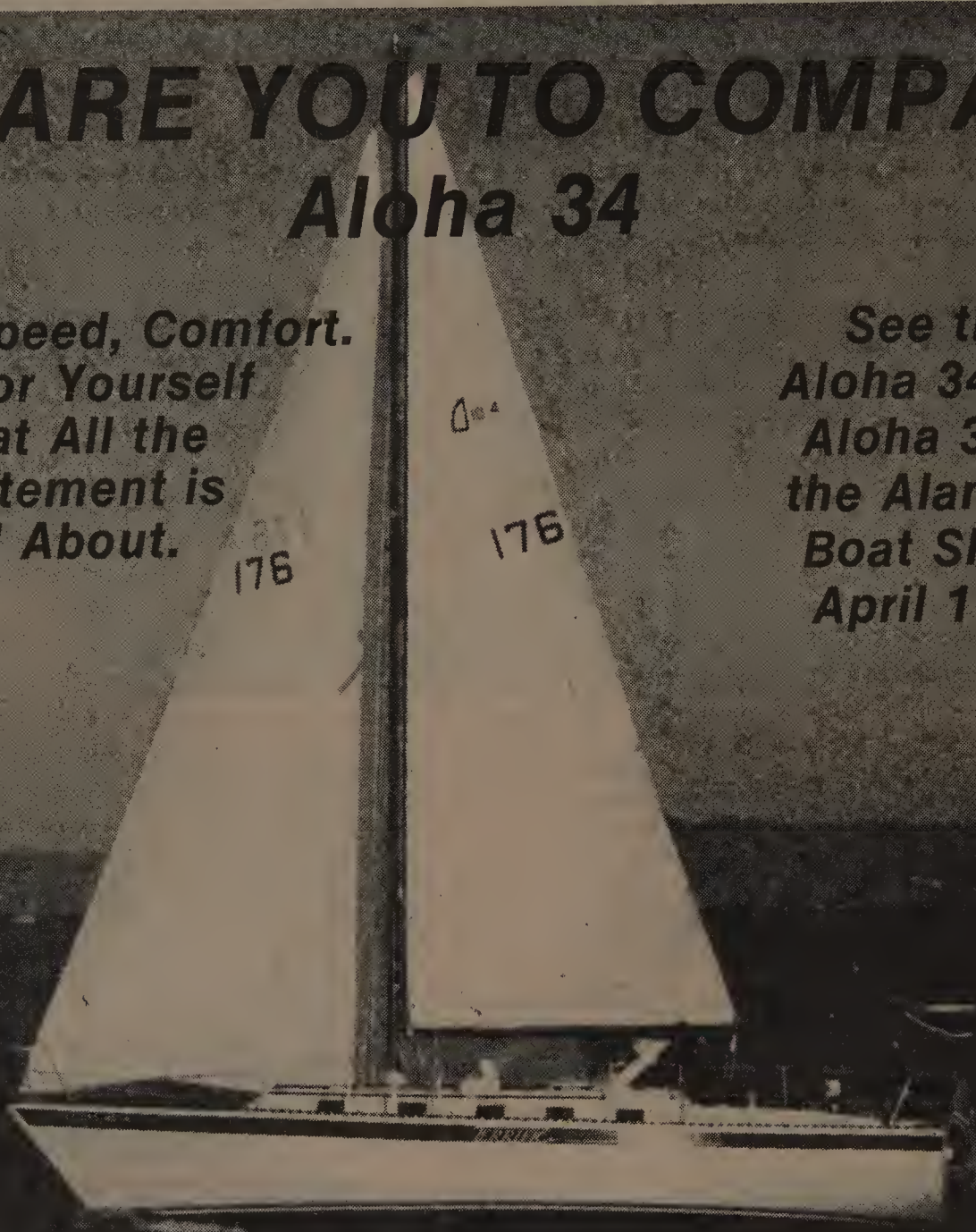
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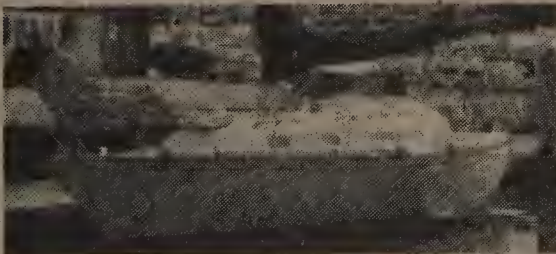
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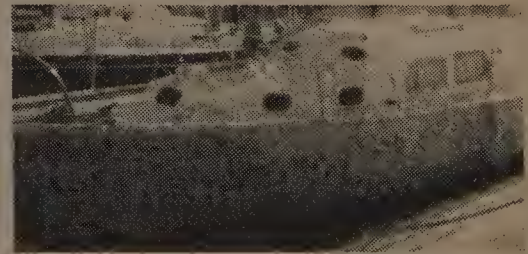
1978 Pearson 31 \$44,750

One-owner, wheel, inboard engine, knotmeter, depthsounder, cabin heater, four sails.



1977 VALIANT 40 \$110,000

Westerbeke dsl, Barient winches, 6 sails, B&G instr., a.p., vane, refrig., windlass (sistership).



1965 PEARSON 28' TRITON

Depthsounder, knotmeter, VHF, inb. eng., autohelm, a.p., 2 anchors, 3 bags sails. \$17,000.

LETTERS

Fry's Harbor (WNW of Pelican Bay about 3 miles).

Two of the three vessels ended up on the pebbly beach, waterlogged but repairable (26-ft power with outdrive, 22-ft sail with swing keel). The third, a 27-ft sail, was destroyed. The heroics of Major George Neperenny, the power boater, in saving the lives of four persons that night earned him the Soldiers Medal the following May in a special ceremony at our club.

Another 27-ft sailboat was destroyed at Fry's and, if memory serves me, another four or five boats were destroyed at Prisoners, Scorpion, and Smugglers anchorages. Strangely no boats were against the sandstone cliffs at Pelican Bay — there is no beach at Pelican Bay itself, only a small rock ledge for landing dinghies just below the former site of Eaton's resort.

The swells from the northeast were estimated at 12-15 feet and the wind gusts at 60-70 knots. All of the anchorages mentioned are popular ones, and in this instance became killer lee shores.

2. Craig is right about using caution at our harbor entrances. Just after he mailed his letter there was an incident in which some whale watchers — a school class — being injured when the vessel transporting them broached in Ventura Harbor entrance after being hit by a very large swell.

Channel crossings also require good sense and prudence. The wind velocities, wind direction, swell patterns, cloud cover, fog incursions — any or all can alter radically in a few miles or a few hours. Mike Pyzel, by the way, has an excellent text on the subject (Sea, June 1978, pages 35-37).

Fortunately the primitive splendor of Santa Cruz Island anchorages makes it all worthwhile. Make certain your ground tackle is over-sized and of good quality — you just may need the safety factor.

3. One more thing if I may — I'd like to plug the Seven Seas Cruising Association. Any interested yachtie may join the Association and receive its monthly bulletins, filled with fascinating articles submitted by cruiser members from all over the world — people like Irving and Exy Johnson, Hal and Margaret Roth, and Susan and Eric Hiscock. The Association is non-profit, writers are unpaid and there is no advertising. Write: Ginny Osterholt, Ed, SSCA, P.O. Box 2190, Covington, Louisiana 70434.

Bill Wells, a happy liveaboard
Voyager, Cheoy Lee 44
Ventura Yacht Club

☐ OFF THE BEATEN TRACK

I'm currently serving in the United States Army as a tracked vehicle mechanic. After being stationed in West Germany and Fort Benning, Georgia, I am now in Korea getting my finances in shape to buy a bluewater cruiser.

I need help finding a Korean boatbuilder or manufacturer if there is one. I have asked several Korean's to include my houseboy, but can never get my point across.

Any information you could give me would be greatly appreciated.

Clay Gwin
APO, San Francisco

Clay — We always heard that Korea had great boatbuilding plans, but have seen only a few results. Back about ten years ago a Korean company imported a few ferro-cement ketches, but they didn't stay in business long. Then about five years ago Swallow Yachts started importing several models, and it's our understanding they still do so. But we'd only be able to direct you to their west coast retailer, not the manufacturer.

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When a spinnaker fills and catches the wind, it's a beautiful sight to see.

But if you're interested in speed, it's a problem.

You see, as a spinnaker fills, it stretches. The air inside it becomes turbulent. And because turbulent air can't flow around the sail efficiently, your boat's downwind per-

formance suffers considerably.

The Hood Tri-Star Spinnaker, however, reduces this stretching and stretching means less stretch than you've ever had before.

The Tri-Star's leech actually opens up when reaching. This lets the air flow around the spinnaker more smoothly and efficiently. And the

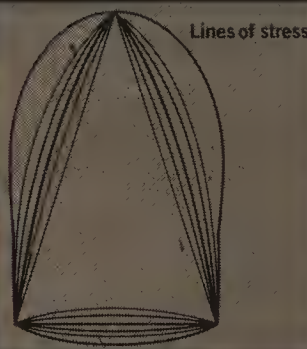
direct result of a smooth, efficient air flow is a stable sail and higher boat speed.

When you're running, the Tri-Star allows air to escape easily from the foot of the sail. Again, this results in less turbulence in the sail—a more efficient air flow and a faster downwind leg.

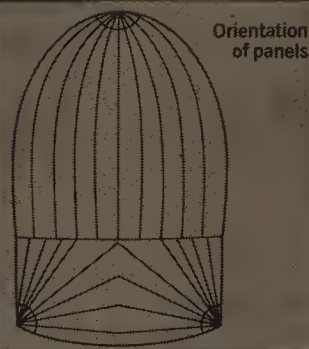
The Tri-Star also has a revolutionary,

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Like every product from our Racing Division, every Tri-Star



Lines of stress



Orientation of panels

computer-generated design that orients each of the sail's panels along the direction of greatest stress. This means the horizontal mid-girth panels found in ordinary spinnakers have been eliminated. All of which provides greater lift without stretch or distortion.

Stretch is further reduced by the use of Hood's exclusive, warp-oriented spinnaker cloth. In fact, the low-stretch characteristics of this cloth are essential to the shape of the sail.

Finally, because the Tri-Star has a narrower head angle and flatter upper gores, its projected shape flies higher. And as the projected shape gets higher, the area of the sail that's perpendicular to the wind increases. And so does your boat speed.

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Spinnaker is custom engineered. And our staff is ready, right now, to build a Tri-Star that's designed specifically for your boat and for the waters and conditions you race in.

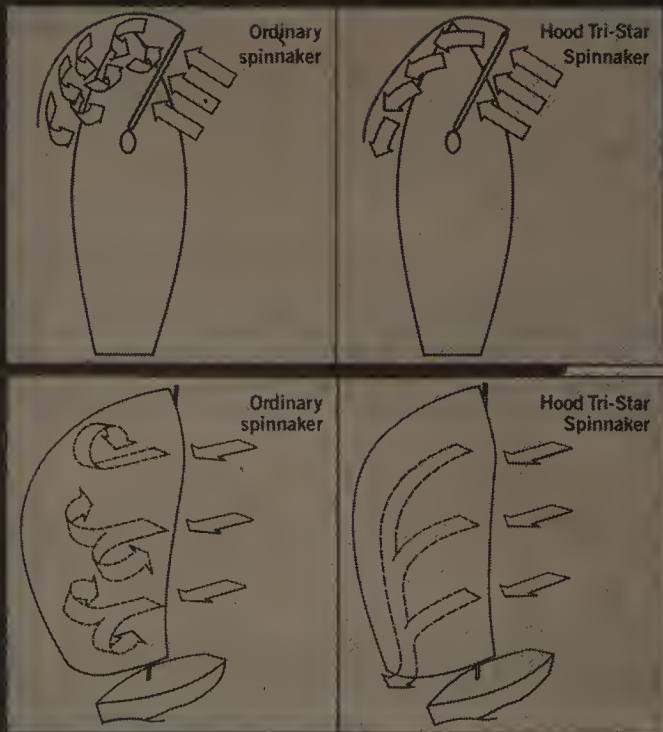
All you have to do is call the Hood loft nearest you and discuss your needs with our Racing Division.

No other sailmaker is more committed to racing—and winning. In fact, no other sailmaker has a division that's totally committed to designing and making the world's fastest sails—and to serving the sailors who race them.

No other sailmaker is Hood.



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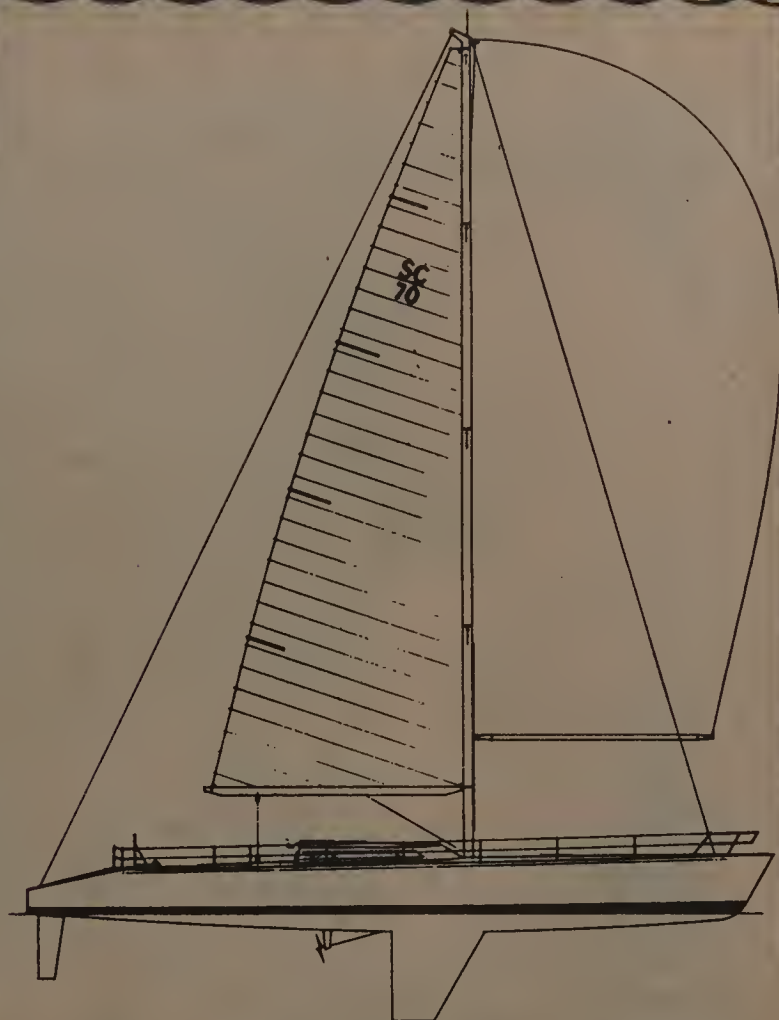
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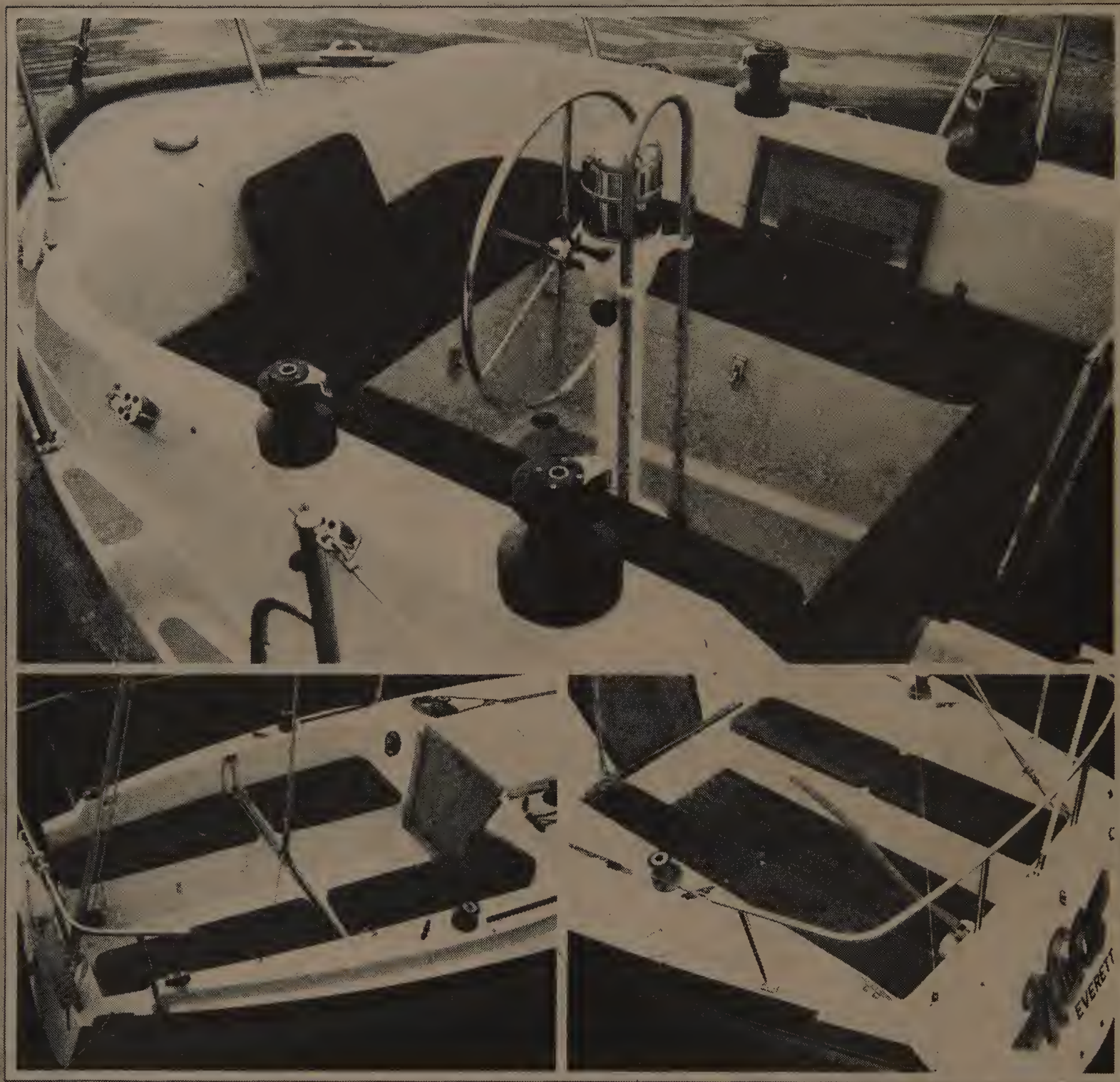
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Windward Passage, driving through heavy seas with her North #4 and reefed main in the Clipper Cup off Hawaii / Photo by Phil Uhl



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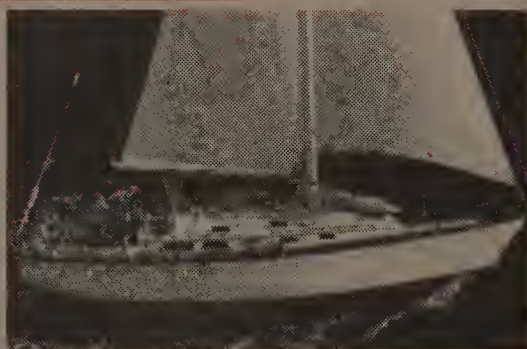
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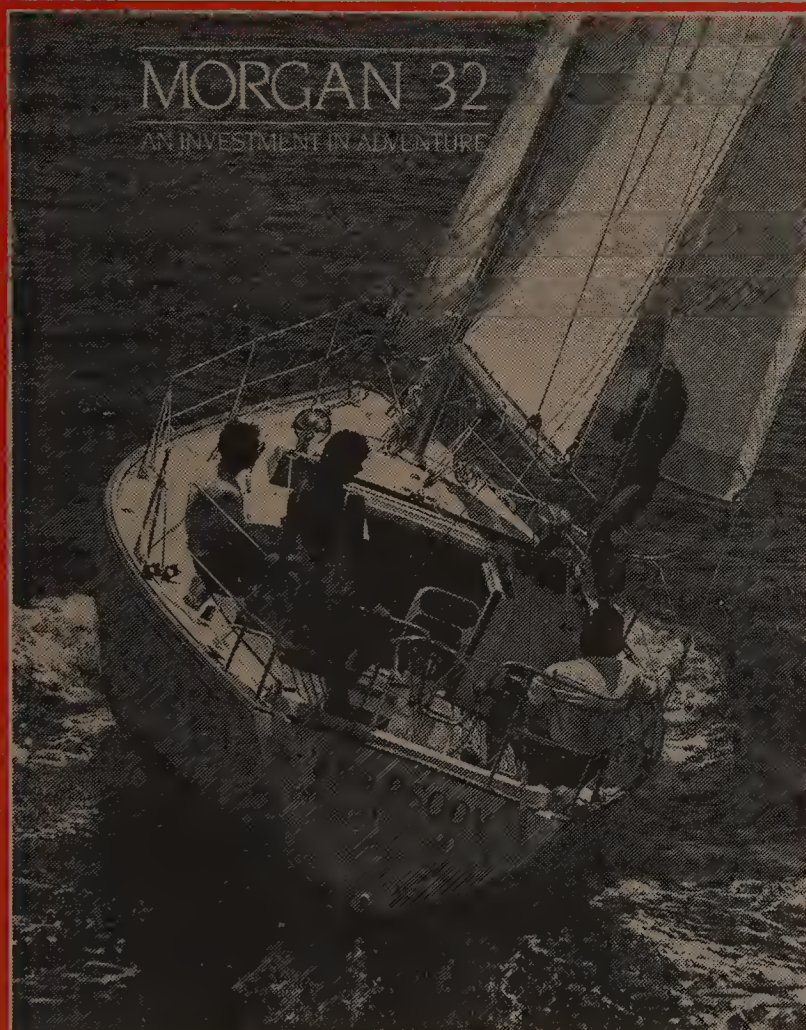
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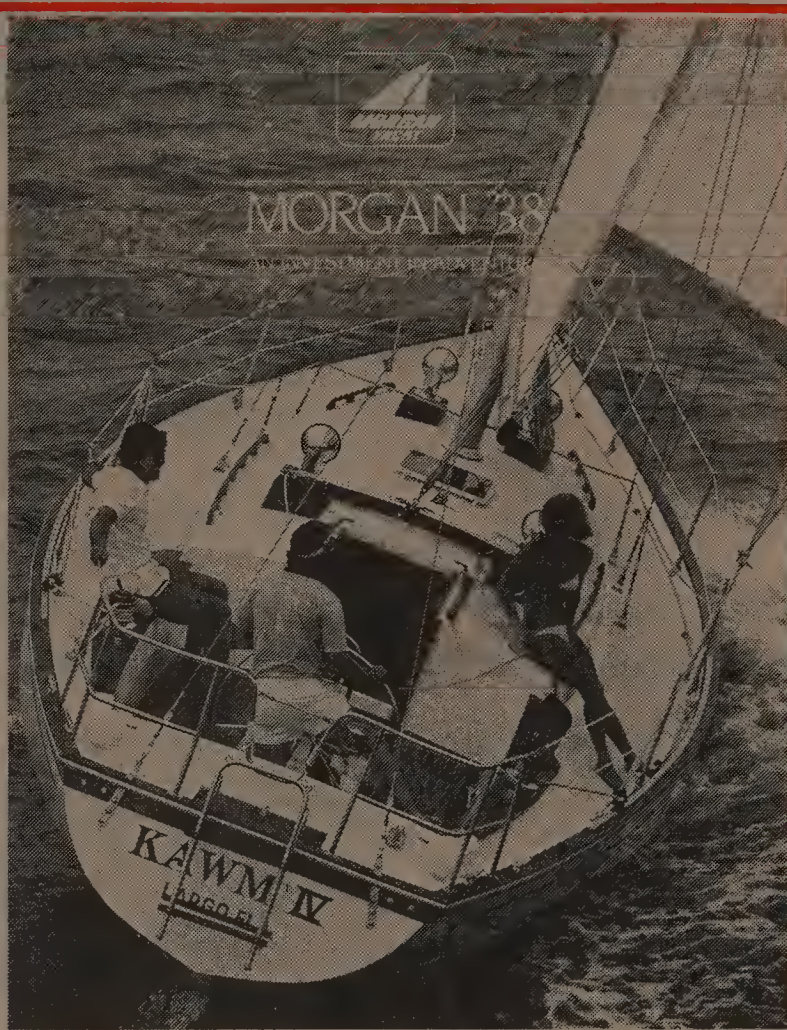
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The Morgan 32 has established herself as a yacht for the true sailor, capable of sailing any sea with supreme authority. She is sea kindly in a blow, yet she is responsive in light air.

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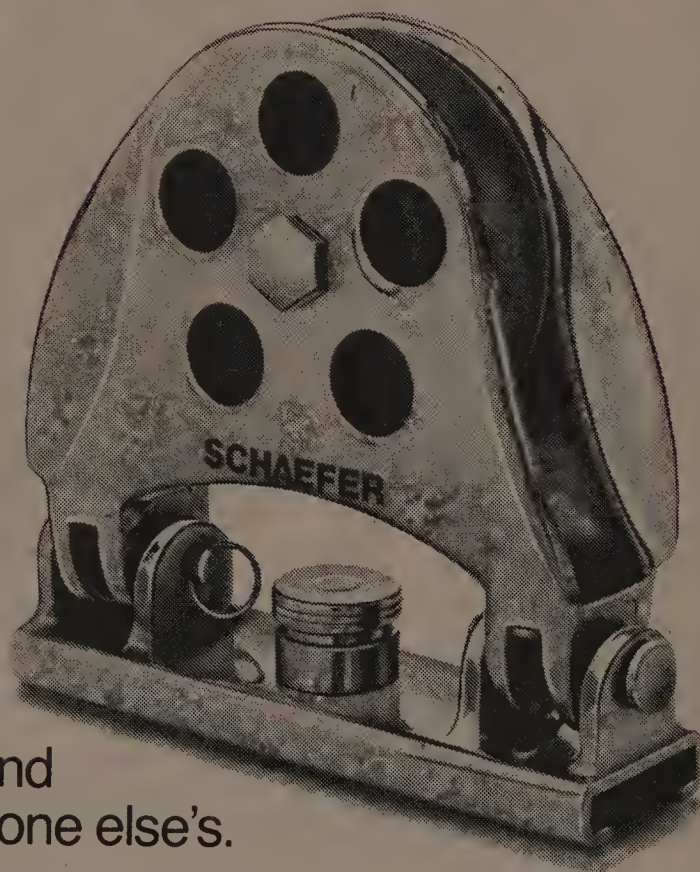
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A legend in its own time.

Schaefer's "half moon" lead blocks were introduced in 1971. They're still first choice on more 12s, offshore racers and cruisers than anyone else's.

Schaefer's "half moon" fairlead blocks were first adopted by the racing community. For obvious reasons.

The design permits sheets to be led closer to the deck—only 1½ inches above the track—ideal for deck sweeping headsails. Being track-mounted, the blocks allow for precise trim adjustments. With their limited side-to-side swing action and chafe-free flared cheeks, they assure a fair lead under



the heaviest loads. And their stainless steel construction assures the strength required—by a wide margin.

More than a dozen years later, Schaefer's "half moons" are still totally in tune with the times. And all the advantages of a lower trim point, positioning flexibility and outstanding strength have also made them the most popular choice on cruising boats up to 85 feet.

Schaefer slide-mounted, "half moon" fairlead blocks

are available in a variety of sizes for use with maximum line diameters from 5/8-to-3/4 inch, with either hard anodized aluminum or high impact plastic sheaves. Safe working loads range from 4,000 pounds up to 10,000.

See all the "half moons" at your Schaefer dealer or in our new 1984 catalog. (Send \$2 for your copy.)

We made a name for ourselves in marine hardware. Make sure it's on the gear you buy.

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LETTERS

As for the houseboy bit, we like the Koreans, don't know what you're talking about.

☐ HEATERS, STOVES AND TRI-COLORS

I'm sitting here this cold morning watching my Hi-Seas diesel heater cheerfully warm up my boat. It has taken a few years but I now understand my heater (the old model with one moving part and a drip tube) and have figured out how to make it work right.

The biggest problem was that the fuel flow through the drip valve was erratic. The fuel would heat up before reaching the drip valve, changing its viscosity and thus changing the flow. It was a real rush to check on the heater and find it roaring bright red. I solved the problem by installing a brass automotive fuel valve in the brass fuel tubing away from the heat. The heater never takes off on its own anymore, and it is very easy to regulate the temperature.

I also took out the pad that was on the inside of heater to facilitate lighting. When I want to light the heater now I toss in a square of toilet paper, run the fuel in for 15 seconds at a solid stream, then light it.

I have four feet of vertical exhaust stack on the heater and found that anything less makes it temperamental due to atmospheric conditions — mainly high wind.

I also have a Hiller Range cooking stove and oven that is kerosene fueled. I had a lot of problems with the Primus burners until I removed the self-pricking device from inside the burners. I now periodically clean the jets with a pricking tool I made from the part I took out. It is also best that you have an in-line fuel filter to clean the kerosene before it reaches the burners.

After years of plaguing problems with these two systems, it is a real pleasure to have them operate so nicely.

One other comment. Sailors should be very careful about when they use their masthead tri-colors. The colored lights on all the oil rigs in the Santa Barbara Channel are beautiful — if not awesome — at night. I almost got run over by an oil rig that wasn't; it was a boat with a masthead tri-color. It was really difficult to differentiate his lights from the rest until it was almost too late. I feel that out at sea away from the lights of shore is the best place to operate a masthead tri-color.

I sure enjoy your mag.

Doug Wollam
The Island Marina
Isleton

Doug — Now you tell us about the Hi-Seas heater. We sold ours in frustration several years ago.

☐ BOARDS AND BOATS

A few months back you had a letter from Bob Keefe who told of almost running down a fallen windsurfer with *Dorade* — the windsurfer having fallen while doing some dumb thing right under Bob's bow. Bob then went on to conclude that windsurfers were really acrobats and not sailors, and should damn well steer clear of the "real thing". A few words in response.

On closer investigation I think that Bob would see that there are a lot of folks on sailboards these days with broad sailing experience who have found — once past that awful first learning period — that sailing a well-designed board with the right rig in 18 knots of breeze or so is in fact the very best that sailing has to offer. Admittedly, it's not Yachting, but it sure as hell is Sailing. Bob's more important point, that it's dangerous when good-sized boats start bumping into



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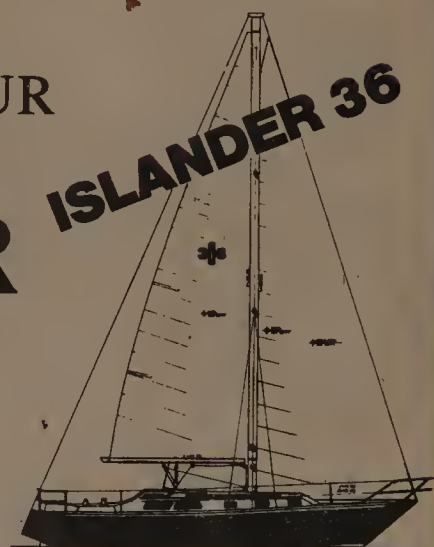
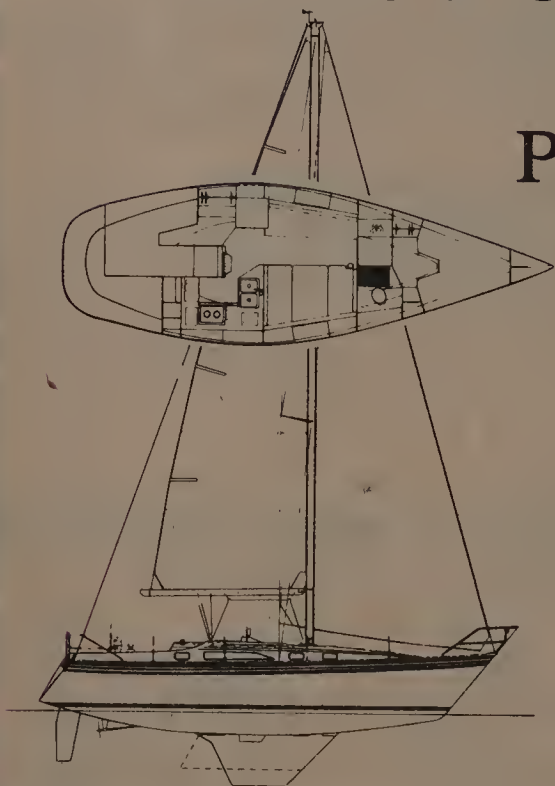
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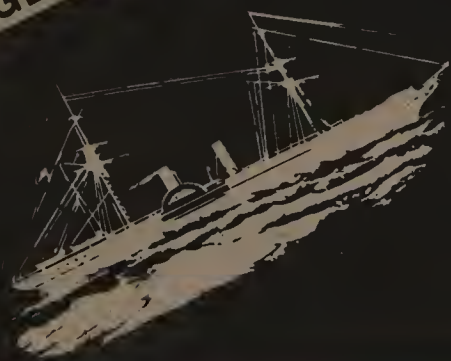
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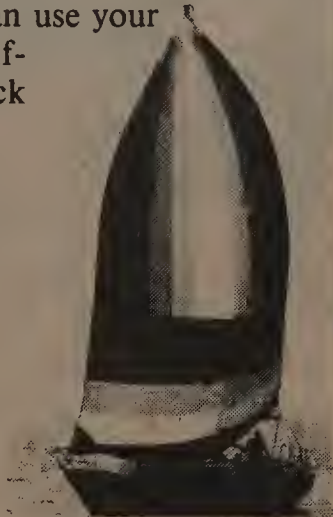
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HENRI WAUQUIEZ

LETTERS

boardsailors, needs serious response.

As I see it, part of the problem of big boat-sailboard crashes is that in a curious way the visibility from a sailboard is not all that good, particularly as it begins to get a bit windy. Let's say it's blowing 18 to 20 knots and you're beam reaching. Chances are you're hooked into a harness, your weight is well back on the board, and you're concentrating on the way waves are shaping up right in front of you. Quite possibly you have just taken a good "catapult" fall or two, and you're trying your best not to let it happen again, but you're ripping along at 14 knots or so. With all of this going on, one does tend to get a little lax about really having a good look to leeward, which often requires a major shift in position on the board to get a really good peek through the window. And with the speed involved, it doesn't take too long for a collision situation to shape up. So the point is, if you are in a bigger boat and see a boardsailor coming fast on a converging course, don't assume he has seen you, because quite possibly he hasn't. A few short blasts on the horn isn't going to hurt any feelings.

Regarding the dumb things that boardsailors occasionally do around slower, bigger boats, we should resist the temptation! It is in fact a real kick tearing past some \$150,000 machine at about twice the speed, fully convinced that you're having seven times as much fun at about 1/100th the cost. But we should resist the temptation to gybe under his bow for another pass. It isn't fair for that skipper to have to worry about whether you make the gybe or not.

There is one other situation that I'd like to comment on — the sailboard traffic along the Larkspur Ferry Channel in Marin County. The problem's the same as above; lots of sailboards reaching across the Channel concentrating on the front of the board and looking to weather for puffs — not looking for the ferry which does ten knots making *no noise whatsoever*. Result? Lots of near misses. I understand that there was, in fact, one collision last year, and from what I've heard the sailboarder just ran into the side of the ferry. I would guess he went away feeling pretty dumb about the whole thing. So it seems to me that a few short blasts from the ferry wouldn't be all that inconvenient, and could save a lot of grief all around. And clearly, the sailboarders should keep in mind that there is other traffic around and should "keep their watch" accordingly.

So with another sailing year coming up with what I'd guess to be a real jump in the sailboard population, let's all do our best to stay out of each other's way. It would be just a shame if — because of right-of-way type problems — we see efforts to restrict boardsailing areas. That's a battle that none of us wants to fight.

John O'Brien
Sausalito

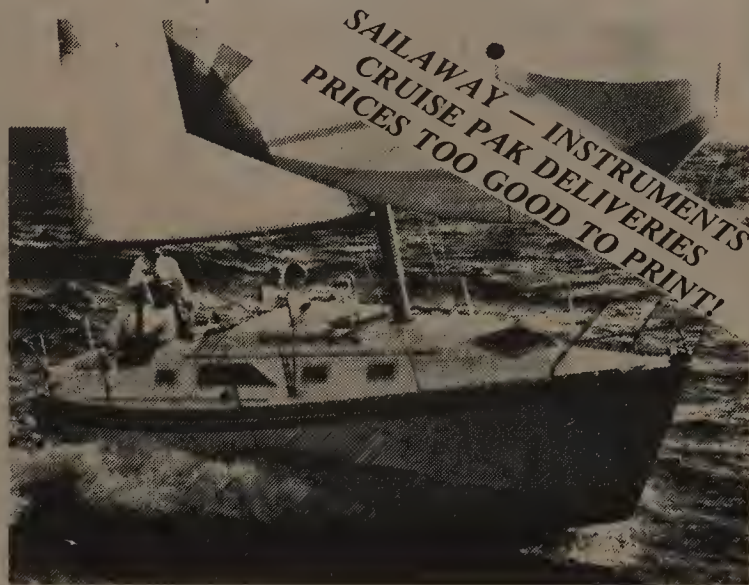
John — What Keefe actually said was that the Bay was for everyone, boardsailors included, but that people were going to needlessly get hurt if the Rules of the Road weren't followed and if some still-improving boardsailors continued to practice difficult maneuvers directly in front of large vessels. Keefe's concern was safety, not status, because as he would readily admit people practicing spinnaker jibes on a 50-ft sloop in the paths of freighters would soon be hurt, too.

As for your suggestion that big boat sailors be prepared to use air horns to warn off boardsailors on converging courses, we don't think it's very realistic. Just one of the problems is that not a sailboat in a thousand keeps a functioning air horn available in the cockpit on any but the foggiest of days.

Self-reliance and prudence have always been two big factors in safety at sea — experienced ship captains, yachties, and boardsailors will tell you that. As a matter of course you shouldn't ask or expect

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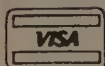
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LETTERS

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□ STILL CRAZY AFTER ALL THESE MONTHS

Well, the BCDC's still at it, bless their hearts! Using the same inaccuracies and contradictions and vague definitions that filled the Staff Report on Houseboats and Live-aboards, they've issued a Draft — Richardson Bay Special Area Plan. It's pretty much from the same source — "fill" still includes "structures floating at some or all times" and a "live-aboard" is still some sort of vessel. (Have you seen the new Live-aboard 36? Great design!).

I suspect this is an end play — the camel's trying to get his nose into the tent. So, write to Margit Hind at 30 Van Ness Avenue, San Francisco 94102 and get a copy — then drop her a line with your criticisms — Margit's gonna git you if you don't fight back.

And while we're on the subject, could *Latitude 38* get the straight word to us as to whether the Coast Guard's jurisdiction over discharge from vessels overrules any BCDC regulations (or attempts at regulation)?

T. Lundin
San Francisco

T. — Regarding jurisdiction over vessel discharge, the Coast Guard has it and the BCDC covets it. What the BCDC is trying to do now is greatly expand their sphere of authority; whether they succeed or not is still open to question. See Sightings for further details.

□ WHY? WHY NOT

The letter on page 33 of the March issue tells of the groping to define the philosophy of sailing but gives no answers. After reading it one might still be groping.

A year or so ago, perhaps even more, a conversation on Pier 2½ of the Sausalito Yacht Harbor ended our groping. Along with another weekday loafer in the sunshine, I was avoiding life's responsibilities by pretending to work on the sloop, the other one was on his boat lounging in the cockpit watching me work. He said it tired him to watch.

We talked of sailing and how it can be defined. His point was short and pithy. "The philosophy of sailing can be easily defined," he said, and we waited for more words to come. "Yes?" we finally had to ask.

"Sailing is!" he said and that was it.

"Sailing is what?" we again had to speak, trying to jog him into more words. All we got was a quick look and gain the words: "Sailing is!"

We had to think this over for a bit and were ready to ask more questions. In truth we really were not quite sure what he meant. But before we could speak he held up his hand. "If you are ready to understand, you will understand what is meant by 'Sailing is!'. If you are going to start asking questions, you are not ready to understand. Certainly you do understand that if you have to ask questions, you probably won't understand the answer, don't you?"

We didn't ask any questions but we had to think the whole thing over. But, as happens in many instances, the realization comes when you are ready for it. Until then, until you fully understand, be a believer.

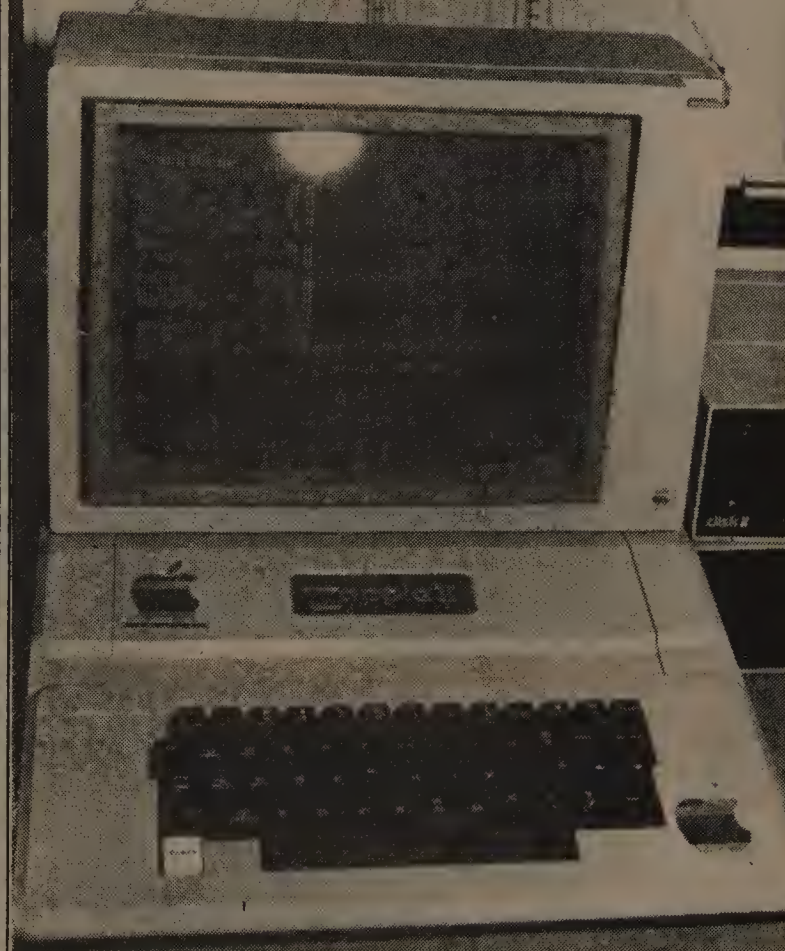
Sailing is!! And that's the way it has always been.

Hugh Cassidy
San Rafael

Hugh — Werner Erhard used to have his Swan 48 berthed in Sausalito Yacht Harbor. He wasn't berthed next to you, was he?

It's true, Sailing Is, but so is child abuse, murder and a host of other

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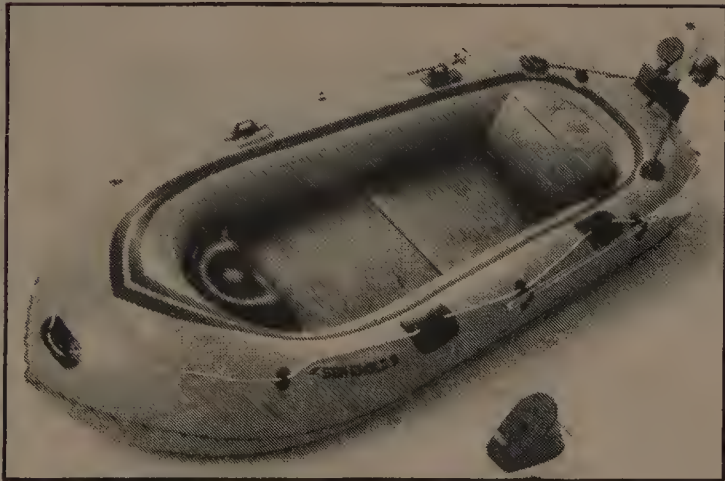
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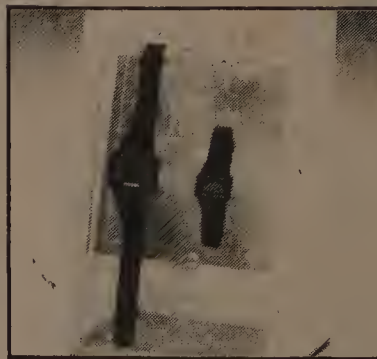
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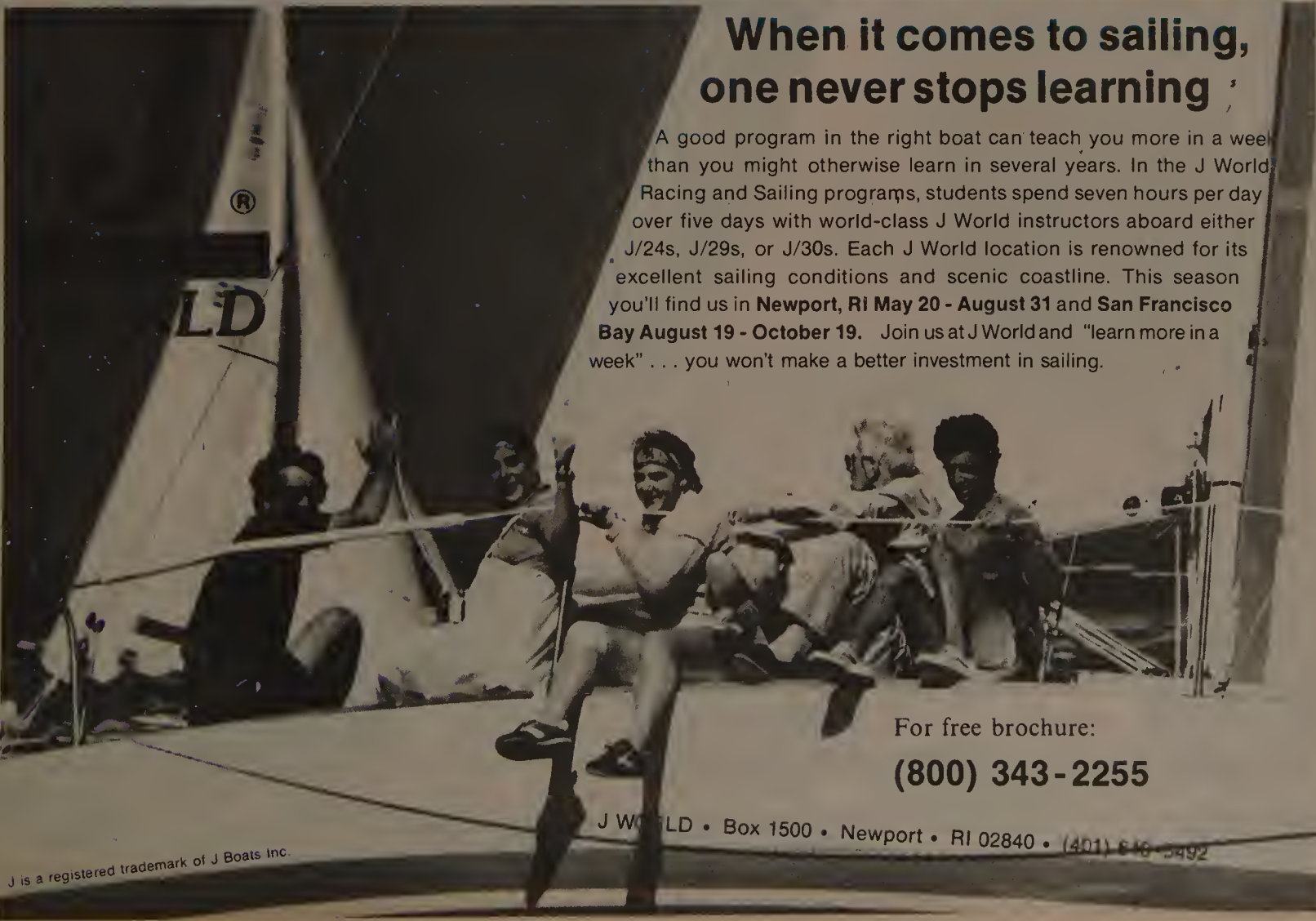
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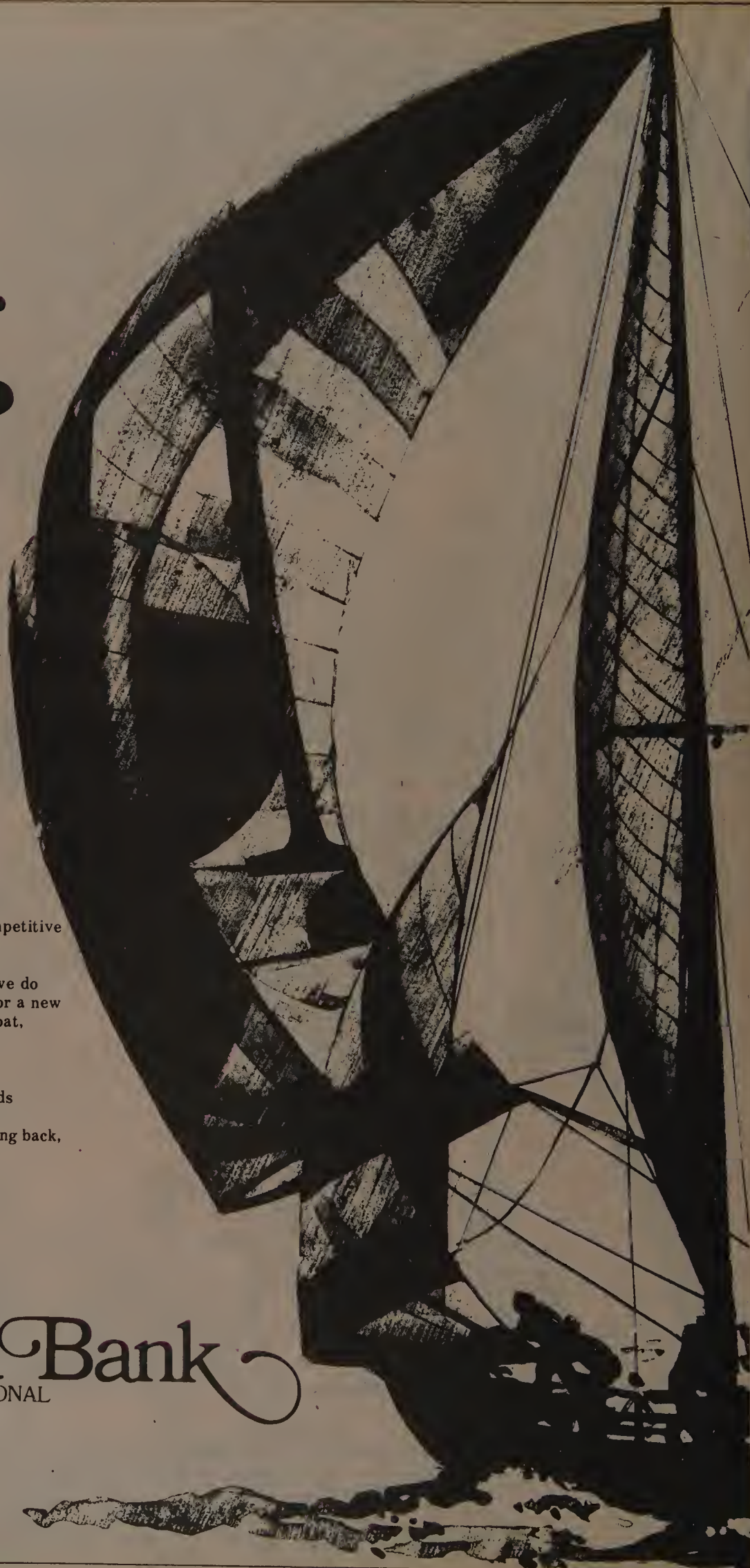
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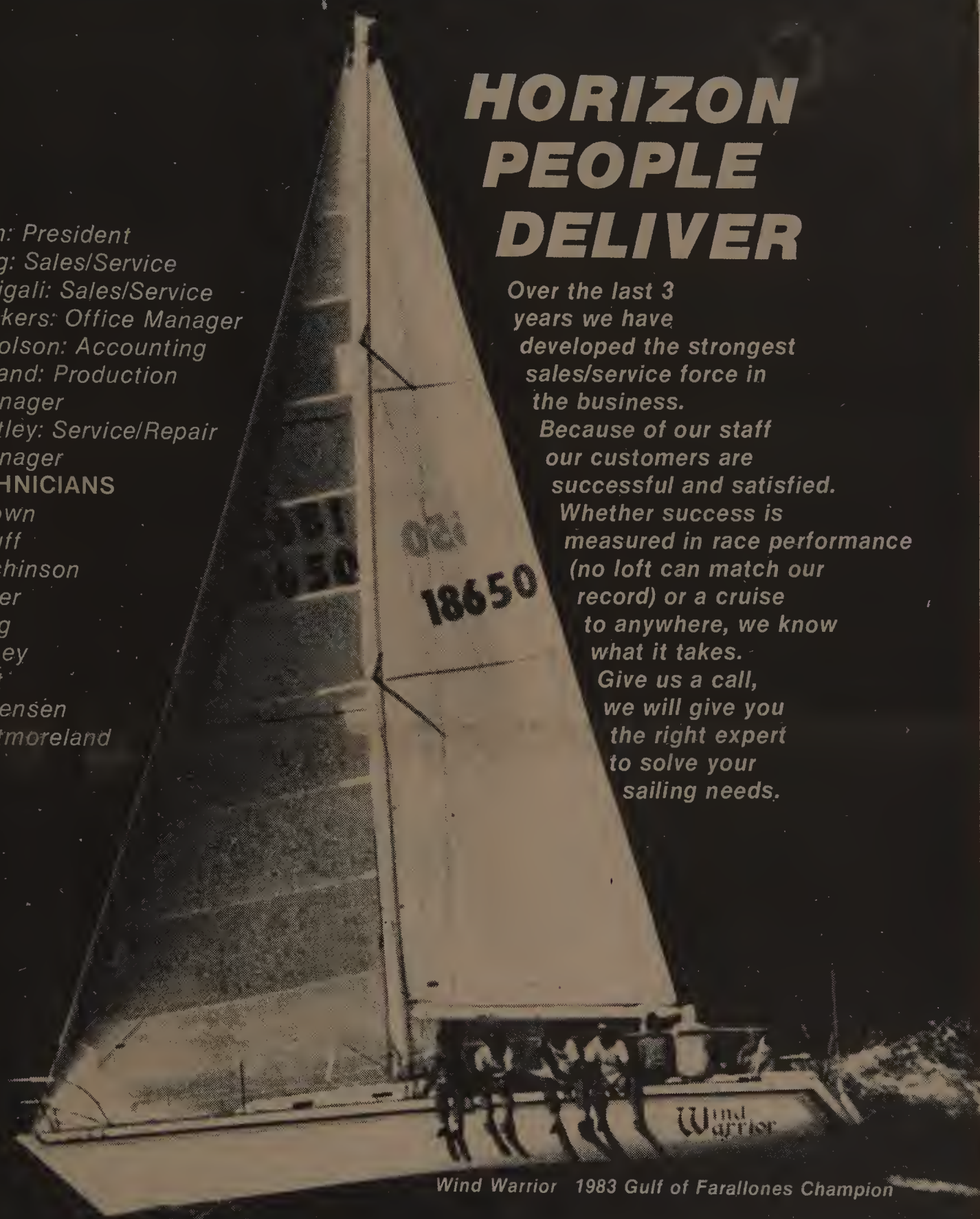
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GIVING YOU MORE SINCE '74: INSTRUCTION/SAILING CLUB/VACATIONS/YACHT SALES AND SERVICE

LETTERS

unpleasantries. So where does that leave us?

□ TOGETHERNESS

My husband and I really enjoy your magazine, we read it from cover to cover.

We want to build our own boat and would like to hear comments from other readers who have tried it, especially those who have used kits. We're hoping to build a Roberts Spray 33.

Also, I understand there is a yacht club in Los Gatos, but haven't been able to find any information about it.

Elaine Murray
Los Gatos

Elaine — There is a Los Gatos YC, and they get 25 copies of Latitude 38 every month. Write Terri Panford at 161 Villa Avenue, Los Gatos 95030 for further information.

In the past we've run articles on folks who have built — or tried to build — their own boats. Maybe we'll hear from some others.

□ ANOTHER PRAIRIE TALE WINNER

People have had a fascination with boats from the beginning, but of course, not all folks live near the water.

Once, long ago, some of the plains people, with more fascination than understanding, constructed rectangular hull structures and fashioned sails in a tunnel configuration. This was not a very efficient shape, but it had good draft control. For lateral and directional stability they affixed spoked wheels to each corner of the hull. With such a boxy shape they needed real horsepower to move 'em, so they hitched them to real horses. Things went swimmingly for years as the fleet rode amber waves of grain. They regularly held contests to see who was good, really good, and crowned them with brotherhood from sea to shining sea.

Then it seriously started to rain. It rained for forty days and forty nights. Sailors, in traditional fashion, coped, adapted and adjusted. They discovered only one wheel, when properly located, was required to provide directional control. They had to get rid of the horses though, their uncontrolled defecation ticked the BCDC, and the helmsmen were then faced with more horseshit than they ever imagined. The horses were crabby anyway, balked at wearing the swim fins, and besides, someone had been experimenting with sail shape and was showing promise with a configuration of two triangles and a tall stick.

Class rules were modified to include the revisions, but since it was an evolution there wasn't any reason to change the name. So they didn't; it's still Prairie, although not too many of the original schooner configurations still exist. The sequence of events may be slightly inaccurate; otherwise, it's a true story. Do I win a t-shirt?

Last weekend it was shirts-off sailing on San Francisco Bay. Today, it's sitting in the terminal at O'Hare Chicago reading Latitude 38 and writing dribble waiting for the weather to improve so we can take off for Minneapolis. There it's -20°F with the wind dropping the chill factor to -85°F! Count your blessings folks!

Bob Hull
San Leandro

Bob — Your t-shirt is in the mail.

□ NOT BLUE IN ST. LOU

Renew? NO!! Renew and extend? YES!! No question, Latitude 38 is the best sailing journal in print. Without your help it would be very difficult for flat landers like ourselves to keep the Milk Run dream

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LETTERS

alive.

We sail quite frequently — mostly in the Caribbean and Gulf — but plan to put a boat on the West Coast with the “big one” in our future. Thanks to you, we can anticipate more realistically the good and the bad of such an adventure and prepare ourselves more efficiently and realistically for the challenge.

Thanks to all of you for your fine effort and great articles.

P.S. Enclosed is a check for a three-year extension of my present subscription.

The McNeill Family
St. Louis, Missouri

T.M.F. — Thanks for the encouragement.

☐ DOESN'T HAVE TO BE BLUE

I got a bit mad when I read the letter in the March issue about the person getting the cruising blues. Do people think that once they get on a boat and sail off that all their troubles melt away? No wonder so many people get disappointed.

We started our circumnavigation from South Africa and after a stay in Montara are about to leave on the second half. Anyway I believe it's time people learn the truth about cruising, so here are some of my thoughts:

There is no heaven on earth, the closest we can get is by accepting the things in our lives that are not perfect. I suggest people with the cruising blues compare their sailing lives with the one they left behind.

1. Do people get the blues cruising? Of course they do! People get the blues back home stuck in traffic jams, too.

2. Isn't cruising with kids challenging? Yes, but so is looking after kids anywhere. On a boat there is the chance they might fall overboard; back home they might get run over by a car. It's true that back home you can leave the kids with grandma, but being stuck with them for 24 hours on a boat does teach you patience.

3. How do a husband and wife cruise together without killing each other? Actually our marriage goes through more trying times when we are both working; then we don't have time to talk to each other.

4. What about the dangers of cruising? Couldn't you meet up with a hurricane or get hit by a whale? Yes, but you don't face the chance of getting killed in an earthquake?

5. Isn't it difficult living on a limited income? What do you do for entertainment? We find that sharing dinner with a group of friends is not only economical, but fun. There isn't much clothes expense, because what do you need to wear in the South Pacific? Food isn't that bad either. We stock up completely in big ports, then we only have to supplement it with fresh fruits and vegetables on the way.

I hope the answers to the above most-often-asked questions will help some people out.

It is true we've met many disappointed yachties who had too great expectations to begin with. The main problem most people have is that they just aren't able to let go, having led such organized lives before. They find they are unable to face the boredom of a long voyage. You can't always keep busy, so you have to learn to use your imagination and rediscover the pleasures of daydreaming.

I was lucky enough to have sailed the first two years of our cruise without self-steering. Although I have grown to love our windvane, I still like to give him a rest every now and then so I can again experience the natural force of wind and water that seems to envelop me so I become a part of it. That is a special feeling.

There are many special feelings in cruising and if you open up

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The advertisement includes three sample tide graphs for Saturday and Sunday. Each graph plots tide height in feet (0 to 6) against time (0 to 12 hours). Labels indicate 'slack', 'kts e' (ebb), and 'kts f' (flood). Sun and moon icons are shown for each day.

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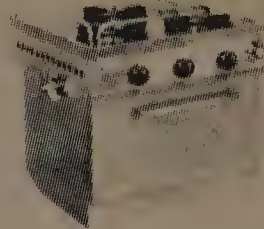
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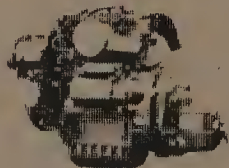
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3HM	30 hp	348 lbs	4240.00	3640.00
3HMF	30 hp	368 lbs	4655.00	3990.00
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LETTERS

your heart and mind you will discover them. If you make up your mind before you leave to make cruising a learning and growing experience and look for the good parts, your cruise will be a success.

G. Brink
Montara

The Brinks are about to leave on the normal route through the Pacific to New Zealand.

□ BOAT EVALUATION

In the January issue Mr. Tom Peargin wrote a letter inquiring about comparison tests of boats.

Cruising World magazine runs a list every month of comments available from owners of various boats which is available.

Brian Deans
Oakland

Brian — Thanks for bringing that Cruising World service to our attention. We've never used it, but we'd bet you folks could get some pretty interesting opinions from it. As of the February 1984 issue, there were an incredible 1,034 models listed.

□ SIMPLE, CHEAP, RELIABLE

In going back through past editions of your lovable rag, I came across the item "Computer Wars" on page 53 of the May 1983 edition.

And my reaction to that mess was, "Why in the name of all that is unholy do people go through all that fooferaw, when one good sextant, two or three books of tables, some basic plotting instruments, some charts, and a lead pencil, plus their own brains will give them just as good fixes?" And those are not susceptible to the moist sea atmosphere, run-down batteries, or just occasional electronic malfunctions — including the land or space transmitting stations involved.

The celestial bodies are right there on time, every day — a few clouds every now and then, but those don't last. Needless to say, I teach courses in Celestial Navigation because I believe in it, of course! The sailor who can perform good, dependable, celestial navigation will be a respected individual onboard and will get more satisfaction from the use of his own brains than from pushing buttons on a little black box which then has all the fun. (See page 889 of Dutton's *Navigation and Piloting*, 13th edition).

In conclusion, any skipper that is going out of sight of land with Celestial onboard is not forehanded. And that is the ultimate derogation!

P.S. The Celestial navigator can increase the reliability of his methods even further by carrying two lead pencils in case one breaks.

Frank T. Potter
San Francisco

Franklin — Why? We suspect there are some clues to be found in the success of the 7/Eleven chain. Convenience isn't the best reason to do anything, but we're all suckers for it.

□ SAD COMMENTARY

The following is a true account of what I experienced while crewing on the schooner *Resolution* on its voyage from Sausalito to Long Beach. It may be a portent of things to come.

On Saturday, February 18, the schooner *Resolution* put into the harbor at Santa Barbara on its way from Sausalito to Long Beach.

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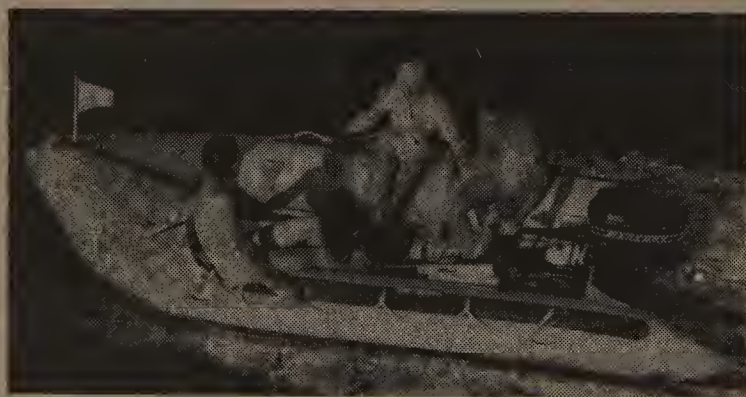
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LETTERS

Resolution was going to participate in the Talls Ships Parade for the 1984 Olympics. We dropped anchor, had dinner, and were settling in for a quiet night aboard the boat. Around 8 p.m. the Coast Guard cutter *Point Judith* came alongside and shined a powerful searchlamp on us. A metallic voice then hailed, "Is the skipper on board?" When Barry Spieler, *Resolution's* skipper answered, the loudspeaker then asked, "Is this your first port of entry?" Barry replied that we had come from San Francisco Bay, and before that the boat had come from Hawaii. He later showed the Coast Guard inspection papers from San Francisco.

The Coast Guard then harshly ordered Barry have the whole crew line up along the port side rail and to "keep your hand where we can see them". As we stood along the rail the Coast Guard kept the searchlamp on our faces. Barry asked them what the purpose of this was, the loudspeaker bellowed, "Skipper, move up along with your crew; we are going to board you". Then five Coast Guard men came aboard and the senior officer took Barry inside the main cabin. The rest of us were herded, shivering from cold and fear, at gunpoint to the foredeck. We were kept under guard by three men, one carrying a shotgun at the ready and two others who looked about 16 years old.

We were held on the foredeck for about one and a half hours. Finally the senior officer and Barry reappeared. Barry told us all was well, and that the officer had just conducted a thorough safety inspection. (Note, the Coast Guard did not search the boat or anyone's personal gear).

After the "safety inspection" the Coast Guard departed, the loudspeaker bellowed, "We thank you for your cooperation". As if we had any choice. Some of us have cruised to other countries and have been courteously treated by local authorities. Prior to this incident we always had a high regard for our own Coast Guard. This experience is a sad commentary and a rude awakening to find that the Coast Guard is not the boater's friend anymore. Our ship's company of suspected dope runners consisted of seven men, four women, three children, and one overly friendly springer spaniel known for her unprovoked licking.

If the Coast Guard thought we were smugglers, why didn't they search the boat? Or is this the new style of Coast Guard safety inspections? Possibly duty at Santa Barbara is so boring that they do this sort of thing for kicks.

The San Francisco Bay contingent of *Resolution's* crew Alex Kovner, Paul, Hiedi and Jacob Hertler and Herb Pegan

S.F. crew of Resolution — Even though you may not have enjoyed your boarding, we think it's a bit of an over-reaction to suggest that the Coast Guard is not the boater's friend anymore.

Your letter however did prompt us to call the Coast Guard for an explanation of what's going on. See this month's Sightings for our report.

☐ WOULD YOU LIKE TO SEE MY V-BERTH FILLER?

What we have here is a subscription renewal check for another year of *Lassitude 38*, a fine magazine.

For eleven issues your magazines reflects a laid-back attitude, sprinkled liberally with bad words, even. Then, when the Crew List issues come out, you turn into the world's biggest prude. What the hell's wrong with a Crew List category for the benefit of those of us who know what a V-berth is designed for?

Roxanne Scholls aka Dick B.
San Francisco

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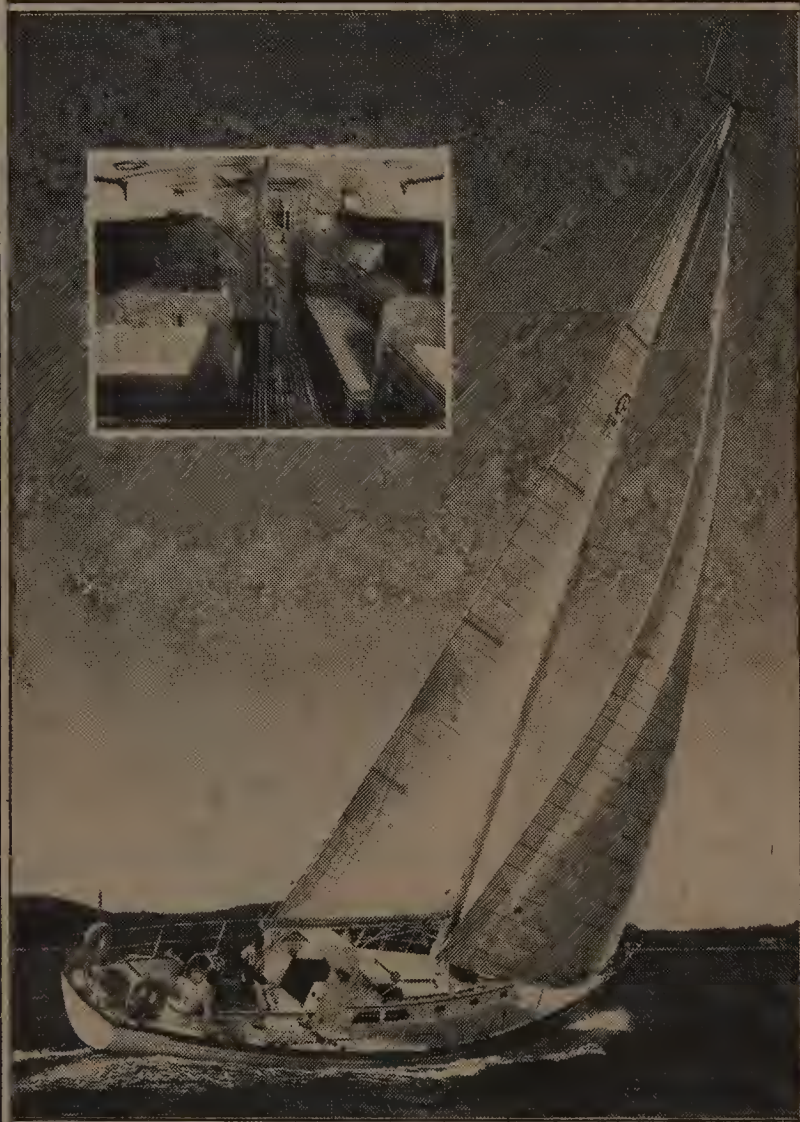


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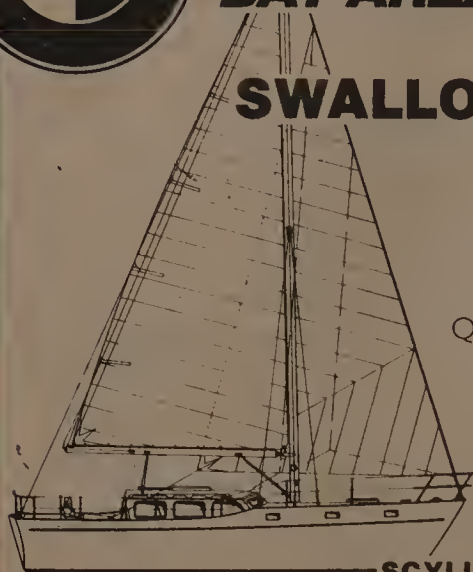


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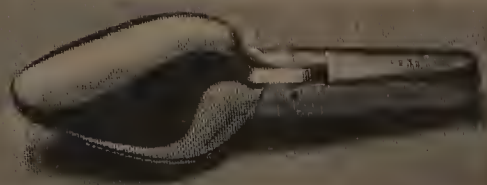
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Flash: Gypsy Moth V was lost while equipped with a Feathering propeller not a Folding propeller as incorrectly reported in a cruising magazine

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LETTERS

Dick — Objecting to people who try to obtain something under false pretenses in no way entails being a prude. We personally have no objection if you can find a woman — or two or three for that matter — who'd cheerfully like to join you in your forepeak with a large tube of Barient winch lube. If this is your goal and you can achieve it being a gentleman, all the more power — and paper towels — to you.

❑ SNOW-FILLED COCKPITS

Greetings and thanks for the reminder on our subscription. Enclosed please find a check to cover another year. There is nothing quite like *Latitude 38* out here in the frigid Northeast. Maybe they broke the mold? We look forward to every issue and it's a happy day when you hit our mailbox.

Except for the frost biters, most us won't launch until April 15 or later. That leaves plenty of time over winter to trade stories, party and clean boat things — preferably all at the same time. A sure sign of spring is going to check out the boat and finding lots of other frustrated sailors sitting in their sunny, snow-filled cockpits.

Laurie Manfredi

Watertown, Massachusetts

❑ DONE IT AGAIN

I know that West Marine Products has qualified for your "good guys" award before, but they have done it again and should get recognition.

As you know, we commissioned *Angelita* last Saturday and among those cited for special participation in the project was West Marine Products. They donated an entire commissioning package for the 8 Meter, including dock lines, fenders, anchor and chain, life vests and safety equipment.

All of us who are boatowners will recognize that this was a very generous donation and an example of West Marine Products' continuing support of all facets of boating. Special thanks to Peter Ryan, Bob Tellefsen and, of course, Randy Repass.

Bob and Susie Thomsen

C&B Marine

Santa Cruz

❑ PLASTIC DISPOSAL AT SEA

Regarding your question about not-so-fantastic plastic, a sometimes used method of disposal of plastic garbage at sea is to burn it.

The idea is to set small bagged quantities, doused with kerosene or diesel, on cardboard flats and then set them on the water. Then ignite them and let them burn. In heavy or lumpy seas they will burn out in about five minutes. In an absolute calm it's like watching a campfire.

Prudence dictates you are careful in this method of disposal. Never use gas or any explosive substance to ignite the plastic. The locale and time of burning should also be carefully considered so that nobody else shares your experience and feels compelled to send out the Coast Guard Search and Rescue folks.

Ecologically, it's not too bad to burn small amounts of plastic, because way out at sea the hydrocarbons will return to sea and become organic nutrients in the ocean.

But if you're within a week of getting to a garbage disposal site, hold it. If it was two to three weeks, I'd think about burning it.

Bagging and ballasting plastic garbage won't work because it will eventually float free.

Rick Johnson

Santa Cruz

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LETTERS

Rick — That's an interesting solution. Does anybody have any comment on it?

THE BEST PART

First, I'd like to thank your advertisers, for without them I'd have to pay for my Latitude 38. (It is worth paying for, but why go to such extremes?).

Secondly, I'd like to use your rag to let everyone who has a MacGregor or Venture sailboat that there is a MacGregor/Venture Yacht Association. We are located in the Sacramento/Stockton area. Anyone interested can get more information by calling Ken at (916) 332-5387 after 5:30 p.m. and before 9 a.m. weekdays.

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Ken King
Commodore

LATITUDE 38 LIKE CHINESE FOOD

As regards the various letters from Don Girod, No Name, and S. Kaiser, it seems to me your readers would be better served if you did more than just react. You might find an elevating reader involvement if you would develop some of their ideas. For example a contest in which participants expressed their personal feelings about the moral and ethical aspects of boating might prove interesting — it might at least encourage some measure of inward search.

I can't really see much justification for most types of recreational boating except as a rewarding and educational means of travel, or using a boat as a home. I'm sure my view is limited by my distaste for symbols of consumerism however.

I enjoy reading your publication in spite of the slightly empty feeling I have after doing so.

Enclosed is a check for \$15 and my ad copy. I must sell my 36-ft Puddlejumper to get funds for completion of a smaller boat we are building for a trip to Europe.

George R. Gaskill
El Granada

George — Careful, in some circles a trip to Europe is considered self-indulgent.

LOOSE LIPS

I am now sure that I have ample reason to write. John Rennell wrote of our chest harness in your March issue. Well, we will soon introduce an offshore safety harness that isn't a climbing harness, but does conform to international alpinism standards as well as ORC standards. The new harness is fully adjustable so that every crew member, regardless of size, will have an owner-supplied harness that fits correctly. Ones that are too small can injure the wearer, and too large ones can lose him.

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I'm the guy about whom you wrote in your Ventura harbor article. I lent you my key about which you blabbed. I have a J/30 not a 29 and you announced that I plan to enter the Singlehanded TransPac in June — which was news to my girlfriend and employer. You should know better than to announce what a sailor is "gonna" do. I said that I had thought about it! Speaking of my G.F., she no longer refers to your magazine as Bust Measurement 38. I guess now that you've blabbed it to the world, well, 33,000 people, I'd better think a

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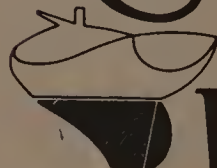
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LETTERS

little harder about entering the race. Sorry Barb!

Gary Paulder
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Sorry Gary!

□SAILING SUBVERSIVES

Your article about SORC '84 in the March issue was, as usual, informative and entertaining. You did however strike a sinister note when in the last paragraph you wrote that American sailors will test their *meddle* in areas of the world from the Mediterranean to Frisco Bay. This puzzles me. Are the Americans planning counter-insurgency operations or the toppling of unfriendly governments? While sailboat racing might provide excellent cover for such operations, it does seem a rather extravagant use of money even in the context of today's bloated military budgets. Of course, the CIA may have no choice. It may be for them as you have said of others; invest or retire.

Bruce Anchor
 Berkeley

Bruce — Would you believe we screwed that up to test your spell-ing? And this answer to test your gullibility?

□WHAT'S IN A NAME

In response to your amazement concerning the Prairie 32's unusual name [Letters, March 1984, page 67, 69], consider the following:

One type of covered wagon was called the "Prairie Schooner". If a prairie vehicle could be called a schooner, why shouldn't an ocean-going vessel be called a "Prairie"?

It makes perfect sense to me!

Amelia Leslie
 Santa Cruz

Amelia — Makes sense to us, too. Your t-shirt is in the mail.

□LOOKING FOR ANSWERS

On March 14, 1984, we took a Farallone 29 — sometimes referred to as a Golden Gate 30 — to Half Moon Bay. That morning in Sausalito we had obtained the latest information on ocean conditions from the National Weather Service on our VHF. A small craft advisory was in effect for hazardous sea conditions. There were 15 to 18 foot deep water swells running every 13 seconds, and the wind was out of the south at 10 to 20 knots. We considered all of these factors before making the decision to depart. So much for the hard facts.

We felt we had a well-prepared sailboat, a full complement of sails, safety equipment of all kinds, and first-race navigation tools. The boat was set up for short-handed passages on the ocean, and was to be doublehanded by the boat's owner and myself. We have sailed together for two years, for the most part on the Bay, although we both have ocean sailing experience. Besides sailing we make a study of the subject. We both have good coastal piloting skills, one of us is a celestial navigator, we both have been trained in emergency medicine. In short this was a voyage by two men who have a good knowledge of the subject and a questionable amount of adequate experience.

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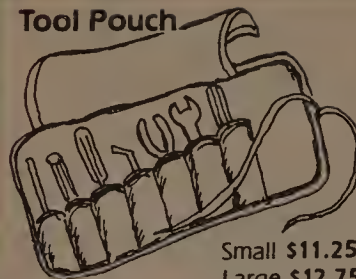
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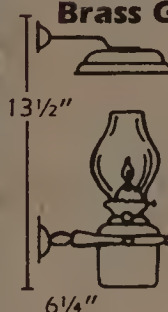


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LETTERS

As we were departing on an ebb tide the morning of the 14th, the special "roll" rescue boats operated by the Coast Guard intercepted our boat near Mile Rock. The two men aboard were outfitted in wet suits and goggles, and were lashed into their vessel as it tossed about in the steep seas. They came in over their loudspeaker and told us, "There has been a small craft advisory issued for hazardous seas. We advise that you not take your vessel out. Do you understand?" We stood in our cockpit — lashed in as they were with our safety lines — and acknowledged their information. It was possible they thought we had not heard that the small craft advisory had been issued. We continued outbound as the Coast Guard boat went back into the Bay.

We of course had a discussion about their advice. First, we knew that if we got into trouble they would possibly be risking their lives in an attempt to save ours. Next, we pondered the capability of our boat. We discussed the unique area and condition of ocean we were trying to cover — a huge winter ebb tide meeting a giant ocean swell at the notoriously wicked San Francisco entrance. To the north the Potatopatch was truly frightening; the south shoal was steep, but not breaking. Outside we found ourselves in exactly what we thought we would find. Finally, we asked each other if we thought we were capable? Now there is the difficulty; we were there to find out if we could handle ourselves outside on the ocean. How would we ever know if we didn't try? And how can you try without being made to feel a fool? Nobody has to tell me how dangerous sailing is, I have an inner voice that constantly keeps my courage in check.

We did go to Half Moon Bay, and had a great time doing it. Sure it bothered us to have that encounter with the Coast Guard, and it was difficult and confusing to go against their advice. A wide variety of questions were posed in this circumstance, and I would like to ask you and your readers what they think. Are ocean races called off because of small craft advisories for hazardous sea conditions? I am referring here to waves more than wind. Is an ocean going sailboat — thoroughly prepared and responsibly operated — not a safe way to adventure through the oceans? If you had a good sailboat, trained crew, big waves, moderate wind and wanted to go to Half Moon Bay with a small craft advisory posted would you go? Is the potential for mechanical failure too great a factor to the extent that it nullifies the basic seaworthiness of the boat? Would you go at all? Under what circumstances would you attempt the passage? Are 18 foot ocean swells not common place on the oceans of the world? Is the rogue wave too unpredictable out there in the San Francisco entrance to risk the attempt? Is this issue too unique, or is it common knowledge that we ignored the best advice available? Isn't a keel put on a sailboat for among other things put there for just exactly these kinds of conditions? I wouldn't go out in a powerboat and attempt the same trip I did with the sailboat, would you? Isn't there a difference between these two types of craft and why can't the Coast Guard recognize that difference?

One last footnote. Just a few days before we made our trip two powerboats and six people were lost because of large ocean swells. Neither boat was a full keeled, sloop rigged sailboat with a good history of ocean passage completions. We knew before we left that the ocean had revealed its final lesson to those people. I further imagine that the Coast Guard has its own grim view of the hazards involved, reinforced each time they pull a lifeless victim from the brink; to that extent I can understand why they advised us not to go out. I wish we could make clear what criteria we should follow as we gain experience and skill, so that we go out when we should, and stay the hell home when told to do so.

Dana Smith
San Francisco



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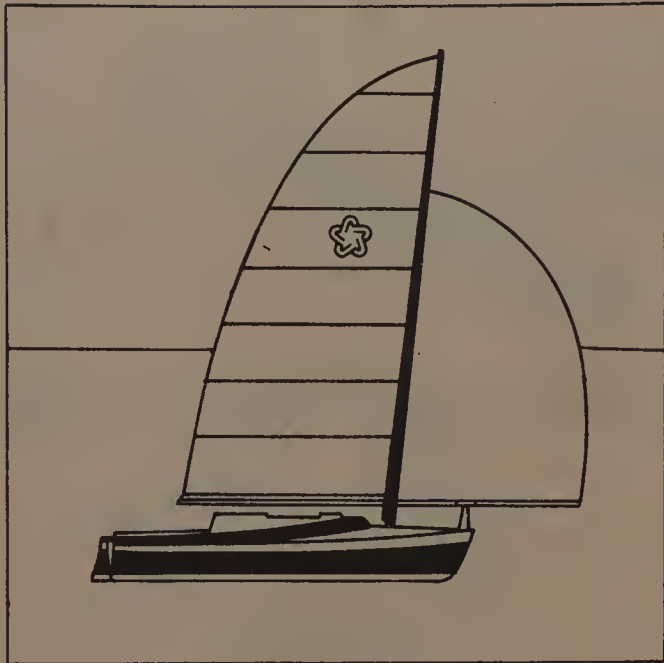
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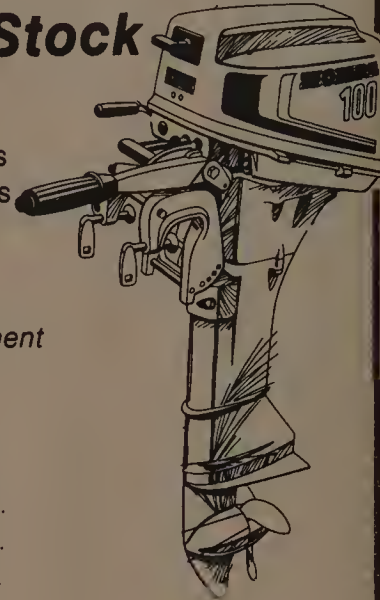
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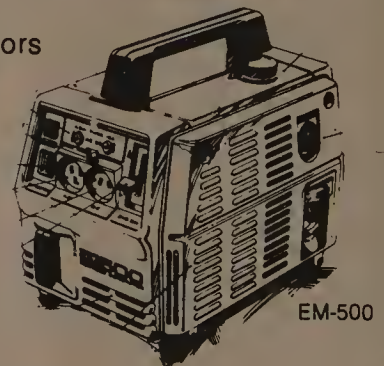
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LETTERS

Dana — We'll throw your many questions out to our readers for response.

But there are a couple of general comments we'd like to make. Regarding the question of an ocean-going sailboat being a safe way to adventure through the world, we'd suggest that it usually is — but not always. Of course a lot of it depends on where you plan to sail. If you spend your life transiting the San Francisco Bar in 18 foot seas, cruise the Gulf of Alaska, or wander around the Bay of Biscay for example, the chance of your suffering injury or death are much higher than if you sail off Southern California, Mexico or French Polynesia.

In regard to the safety of your boat in such conditions, you might want to speak with Gene Haynes, Commodore of the Singlehanded Sailing Society. He and his wife Dottie own a Nor'West 33, a boat very similar but slightly longer than a Farallone 29. Although we're sure they think their boat is about as good an ocean boat as they could find, they were nonetheless pitchpoled in huge seas off the coast of Northern California and Dottie came within an inch of her life as a result of injuries suffered. As Bruce Farr once told us in a Latitude 38 interview, "There's a wave for every boat in the world."

Regarding the question of when it's safe to go out the Gate to get some heavy weather experience, that's a very complex question because there are so many variables. The wind strength, the wind direction, the height of sea, the height of the swell, the direction of the sea and swell, the period of the waves (very, very important) and the speed and direction of the current all come into play. It's perfectly possible to have a day of 15 knot winds and seven foot seas that is much more life-threatening than another day of 35 knot winds and ten foot seas. It all depends on how all the many variables mix together; the former day might be chaotic cauldron while the latter just strong but orderly.

Are ocean races called because of weather conditions? They sure are. The middle distance race of the last Pan American Clipper Cup in Hawaii was called off — to the pure delight of all participants — because of possible severe weather.

We've said all we have to say, hopefully Commodore Tompkins or someone with decades of ocean experience will be inclined to share their knowledge.

❑ WAIT UNTIL YOU READ URBANCZYK THIS MONTH

Now that I and other dangerous "left-wing types" have been branded moral fascists, we are supposed to shit in our pants, roll over, and play dead. This is starting to sound a little like the "good buddy" system which runs South Africa. Just don't rock the boat, right? We should lighten up, keep it shallow; let's have lots of fun, have a couple more drinks, buy a few more doo-dads, and most important, just keep our gosh-darned mouths shut!

I don't see where stating one's beliefs in public constitutes a form of fascism. Many so-called "eco-freaks" are in the muddy front-line trenches in the fight against stupid bureaucracy and tyrannical government. I do see a considerable twitching from certain quarters every time it is even vaguely suggested that all is not hunky-dory in the modern world of boating.

Perhaps it is easy to forget in these turbulent times, that the U.S. of A. was actually founded on the same principles of political dissent and revolutionary urges which are being belittled by T. Condon and others. Principles which are in direct opposition to the theory of fun in the sun for an over-pampered and privileged few at the expense of everyone else. As I recall, there are still people in this country who are mad because we no longer swear allegiance to Queen Liz II and everything she stands for. Moral fascism lives on both ends of the

WINDSHIPS

OF 54
JACK
LONDON
SQUARE

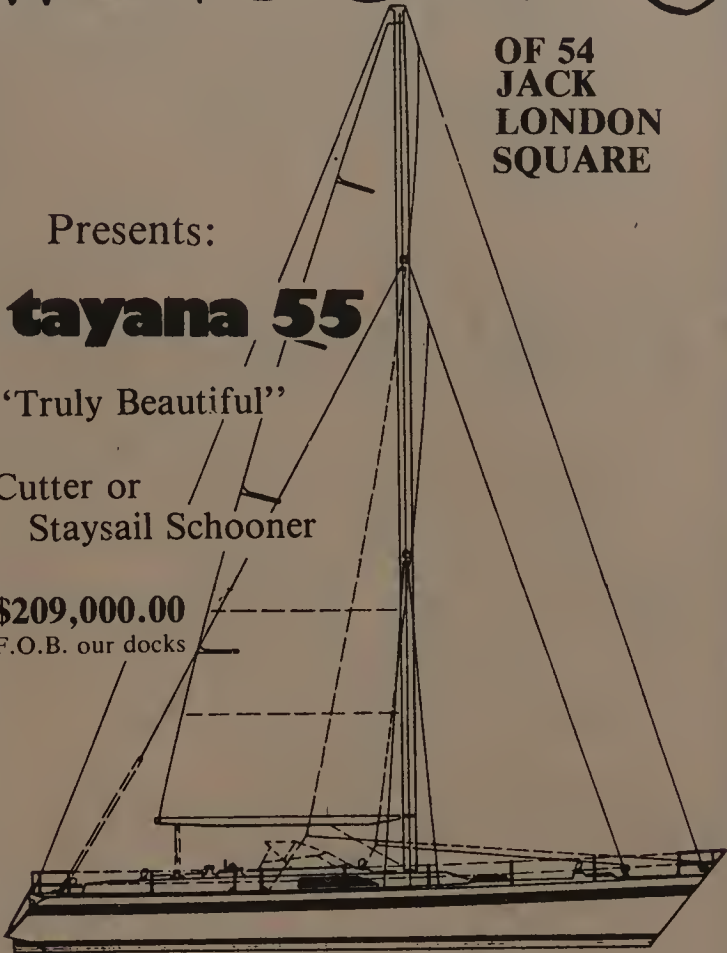
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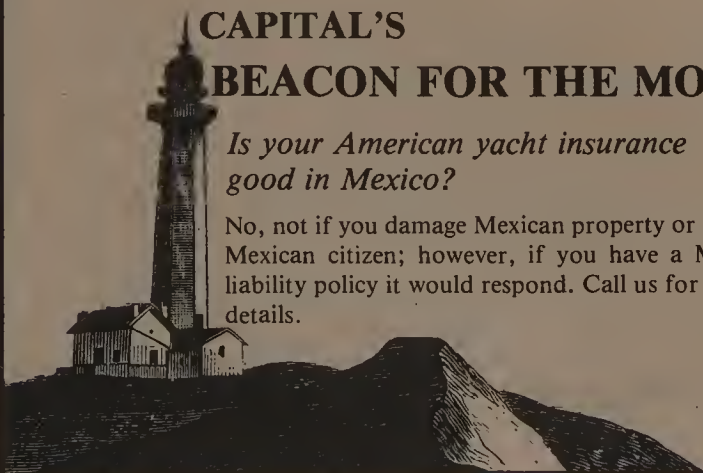
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LETTERS

political spectrum.

Mr. Zinjanthropus Obscurus

Mr. Obscure — Your last sentence strikes us as the most accurate political observation that's ever graced these pages.

□ TOO FAR BACK FOR US TO REMEMBER

I would like to point out a small bit of misinformation in the story about *Queen Mab* in the last *Latitude 38*. According to the late Howard Chappelle, in his several books on United States marine history, the distinction of investing and using sail slides and mast track was achieved by Robert Stevens in 1839 on his schooner yacht *Onkahye*, a vessel with a few other unique features. Those included bolt-on outside lead ballast, and a most peculiar, but swift, midsection curve. She was apparently one of the fastest things afloat, until her novel underwater configuration caused her to roll the masts out while cruising somewhere off the East Coast.

Your readers may remember Mr. Stevens as the amateur yacht designer who not only pioneered cross-cut mainsails, and was of the family for which the Steven's tank-testing facility was named, but was also the inventor of the T-shaped rail upon which the majority of the trains in the world now ride. He was also associated with George Steers, designer of the schooner *America* in 1851.

Gary Blair
Santa Cruz

Gary — We have no doubt you — and Chappelle — are correct. In one sense, however, some things have been "invented" more than once. The ultralight boat is another that comes to mind.

□ YET ANOTHER CREW LIST

Your readers may be interested to know that the Santana 22 fleet #1 also maintains a crew list for prospective Santana 22 sailors.

This popular Bay boat doesn't require extravagant strength and many boats race non-spinnaker. We're an active one design class and participate in SYRA, MORA, Twilight series, and numerous other regattas.

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Howard Brunn
Fleet captain

□ CONFUSED

I'm sure I'll never be able to figure it out. Even though powerboaters lend a hand to sailors in need, sailors still moan and complain about them.

I can understand a little of the moaning. Whenever my husband and I go out for a weekend, I work the foredeck. Often I'll be up there raising or lowering a sail when someone in a powerboat comes near to have a look. They wave and then look puzzled when I drop to an uncomfortable position so their wake won't pitch me over the side (the water's warm in the summer and it wouldn't be so bad, but the winter is something else). Usually they give me a dirty look because I don't wave back; I guess they don't know I would if I could, but I can't, so I don't.

But we experienced another side of the relationship between sailors and powerboaters this past weekend when we were out with some friends heading for Discovery Bay. You can imagine our surprise when we looked off our port side and saw our rudder floating 20 yards away. Marilyn kept an eye on the rudder while Steve and I

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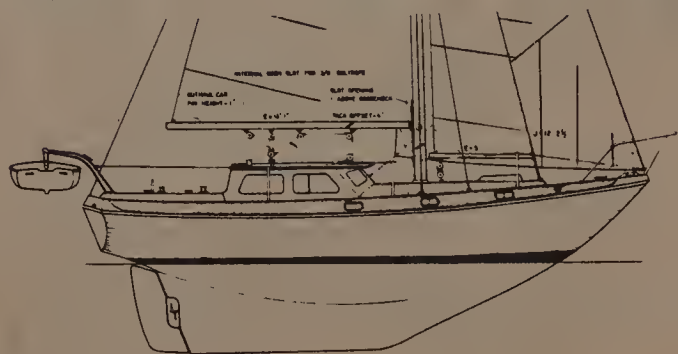
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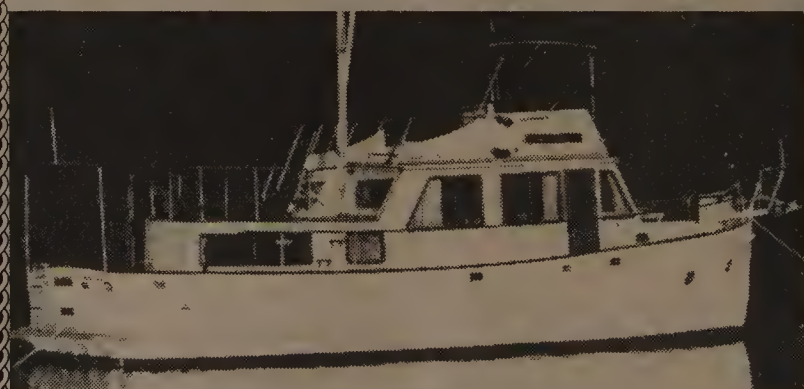
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LETTERS

hailed the sails down in a second. My husband almost pulled a muscle trying to start the outboard.

We maneuvered the boat using only the outboard — no easy task — and retrieved the rudder with a fish net. Fortunately we were only about 1/8 of a mile from Lost Isle and got the boat there with little trouble.

There we met a couple in a powerboat that was heading to Buckley Cove and said they'd be happy to give us a tow. The man's comment was: "I'd hope someone would do the same for me if I need it."

So an hour later we were underway, and our little boat was whirling from side to side something fierce. After a 1/4 mile of this nonsense, my husband grabbed the galvanized bucket, secured ten feet of line to the starboard cleat, and threw it over the stern to give us some direction. It worked like a charm and we made it back to Buckley Cove, wiser for the experience.

We'd very much like to thank the couple for their help, unfortunately we can't remember their names. You know who you are, and a big thanks to you powerboaters.

Jay and Karey Odaffer
Sea Urchin
Fresno

Jay and Karey — We make a habit of giving powerboaters all the gas we can, but we try to be good-natured about it because it's all a



Boaters helping each other — a way of life.

sham. If we may pun again, everyone's in the same boat out there, so once anybody has a problem, most folks — be they power or sail — are quick to assist.

□ LAST MINUTE CREW LIST

The Racing Crew List in your last issue provides both the owner and potential crew a very good way of getting together. It even works. I used it last year to get a very enjoyable spot on an Aphrodite 101.

In addition to your Crew List, the Cal Sailing Club provides a supplementary service. We also maintain a crew list (not limited to our members), willing to crew on short notice. During the season, if a skipper finds him/herself shorthanded he/she need only call (415) 527-2061 and we will help arrange for some crew. If they would like additional information about the Cal Sailing Club, please have them call (415) 527-SAIL.

Andy Hegedus
Albany

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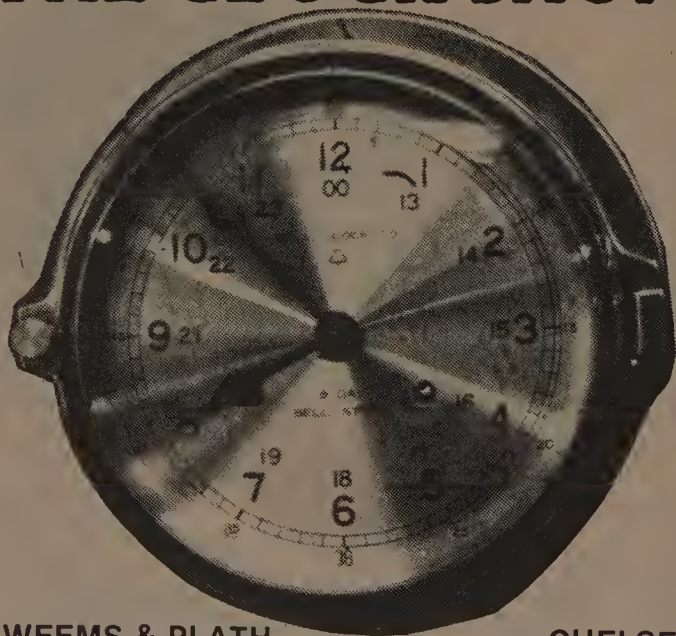


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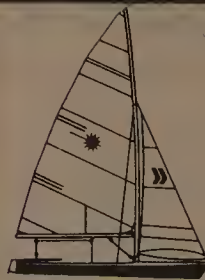
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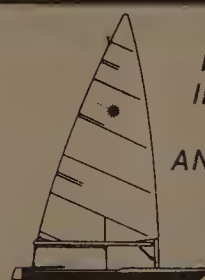
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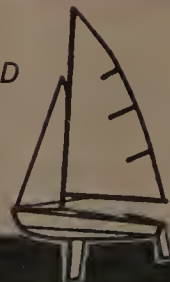


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WHAT IS NORMAL, ANYWAY?

In reference to Norman DeVall's letter about beating to Hawaii, the important effect of *El Nino* was the water temperature. This can affect our weather, which has not been "normal" for quite awhile. Even though *El Nino* has disappeared, its effect can continue, similar to the way the current lags behind actual high and low water in the Bay.

The tradewinds blow toward Hawaii 75 percent of the time, but it is possible to get southwest gales, calms or just about any winds. But the important fact about them is that they rarely last very long, the tradewinds invariably come back and do their job. The pilot Charts don't show any dramatic change in the strength of the trades during December, just an increased chance of gales.

The people who run the Wind Generating Farm outside of Altamont Pass have statistics showing a 28 percent reduction in overall wind power over the last year. This winter has been exceptionally mild, whether it is attributed to *El Nino* or whatever the effects seem to be there.

P.S. Wasn't Timothy Cardon's "Moral Fascists" comment a little bit hard? I remember reading the letter that he was referring to, and I'll admit the writer was overzealous, but I'd hardly call him a Fascist — that word hardly applies. I'd like to put in my vote for more reporting on people or groups that are trying to protect and preserve our Pacific Ocean — any ocean for that matter — whether it be dumping subs off Mendocino, or the Testing the French have carried out. It's not possible to sail in a dream forever, sometimes we have to maintain our dreams.

Jay Gardner
Napa

Jay — When used as an adjective, one of the most common definitions of fascist is "intolerant". We'll let each reader decide for themselves whether Cardon's comment was too hard or not.

BETTER THAN I IMAGINED

You'll probably remember my story of building my Westsail 32 here in New England from kit, and all the trials and tribulations that were entailed. That boat was launched two years ago, and I suppose it's as complete as any boat gets.

The dream that kept me going during those years of building the boat have turned out to be better than I imagined. Coastal Maine is fantastic cruising for about five months of the year.

Now I wonder where are all those wonderful ladies that would like to cruise the "down east" side of the world? I'm enclosing \$1 to sign up for the cruising crew wanted section of the Crew List, I just hope I can find the form. I think it's down in the boat; I'm going down there in just a few minutes to shake the snow off the cover.

If I can't find the form I just want to say that I'd like to find female crew who are willing to work, learn and share some expenses, who want to sail coast-wise as well as offshore. If they look good in a bikini, that's a plus.

I'm also enclosing \$15 to continue my subscription to the world's best sailing rag. Keep it loose, it's beautiful.

Steve James
Portsmouth, New Hampshire
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Steve — We guess you didn't find the Crew List application in your snow-covered boat. Without the form things got crossed up on our end, and we're running your Crew Wanted request here. We hope that's loose enough for you.



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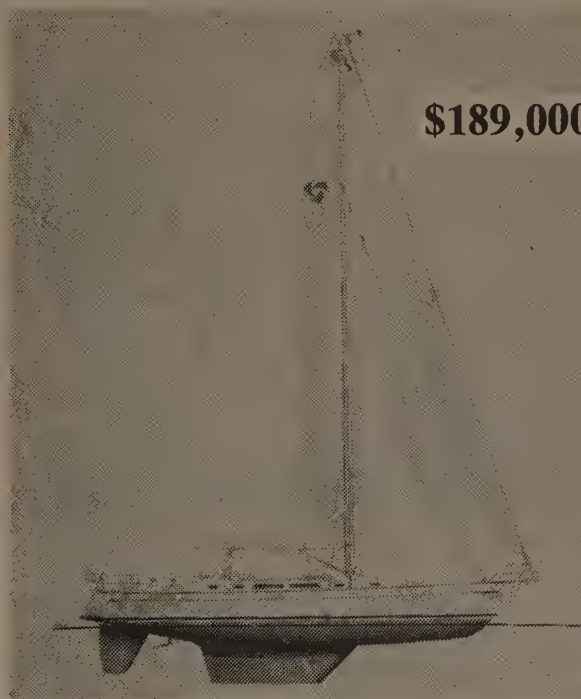
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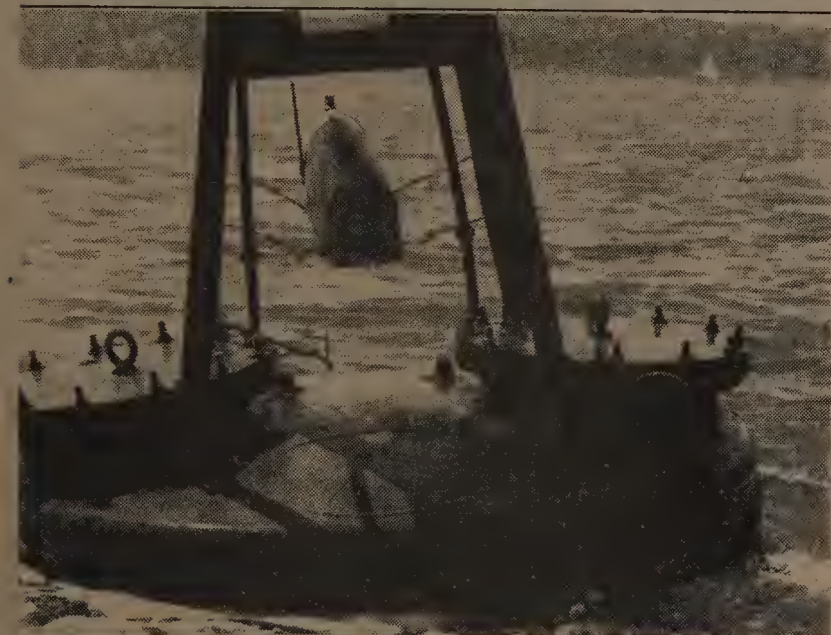
LETTERS

And by the way, we'd sure enjoy an article in *Latitude 38* about cruising down east.

THE REAL STORY

I was sailing by Harding Rock recently, trying to figure out how to win the Colin Archer race, when I did a double take. (That's a tack, jibe, and another tack).

I did this because I saw a mailbox — complete with flag and ad-



Election headquarters.

dress — securely attached to the Harding Rock Buoy.

Someone mentioned *Illusions* in the last issue. Maybe J.L. Seagull was in the area.

P.S. Congratulations on the tremendous success of *Latitude 38*.

John Walsh
Tiburon

John — He didn't really want the news to get out yet, but that mailbox on the Harding Rock Buoy belongs to Warren Gamaliel Harding. You may or may not remember that he was the 29th President of the United States.

It was widely believed that Harding died in San Francisco in August of 1923, but that was all a hoax. He simply didn't want to return to Washington to face the humiliation of having his cabinet appointees, Albert Fall and Harry Daugherty brought to justice. There was also the little matter of his having to face the Teapot Dome scandal. Harding's administration, many experts say, was the most corrupt in United States history.

But like we said, Harding didn't really die, he just dropped out of site. We predict that he will shortly surface to — along with Richard Nixon — challenge Ronald Reagan as the Republican presidential nominee. We also predict that not many Americans will respond to the 119-year old Harding's "Forgive and Forget" theme, and therefore the mailbox on the Harding Rock Buoy will soon disappear.

I GET A KICK OUT OF HIM

What an outstanding sailing publication you have created. Each month, upon finishing on *Latitude 38*, my husband and I can't wait until next month's issue. We've learned a lot about sailing and cruising due to your excellent articles.

I get a big kick out of Andy Urbanczyk. Would you consider a party

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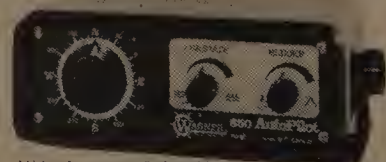
second of signal reception. Bearing accuracy is $\pm 5^\circ$. Adaptor can be used with any VHF/FM radio by means of connecting cables. No modifications of your existing radio is required. Adaptor can be mounted directly to most transceivers to form integral ADF/radiotelephone unit. DF antenna is included.



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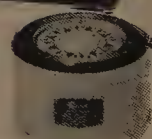
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LETTERS

to welcome him back? I'd like to meet crazy Andy. Thanks for your informative, fresh and witty content.

Linda Zimmerman
Walnut Creek

Linda — Thanks for the kind words.

As for Andrew, *Latitude 38* would be glad to assist him in the scheduling of speaking engagements if he or his sponsors don't already have them planned. But rest assured there will be some; Andrew has made a big investment on the trip and will certainly seek to recoup some of his expenses through public presentations.

THOUGHTS ON LANGUAGE

I am the recent recipient of *Latitude 38*, third in line for each issue, the last of which was the June 1983 issue, and pleased nonetheless. It is a timeless grab-bag of interesting and fun reading. Certainly, for those of us who have not, nor will ever, make that magical 1,000-mile cruise, *Latitude 38* more than any other magazine serves to satisfy the vicarious experience.

Another remarkable thing about the *Letters* and *Changes in Latitudes* sections is the remarkably good English structure, choice of words and phrasing, and display of good intelligence by the bulk of your numerous contributors. It brings the faith back. (However, this view emanates from one who barely passed "Dumbbell English" at UCLA in the late 1940's).

The major purpose of this, let's call it inspiration rather, comes from reading the letter from a cruiser having returned from Africa after a long absence from *Latitude 38* in which he complained about the use of the acronym "BMW". He went around the docks and apparently got an answer. But around my waters I keep getting the answer that "BMW" is a manufacturer of a German automobile. It seems to me that if *Latitude 38* is going to coin its own acronyms to avoid "offense" (I'm sure the auto manufacturer would take offense to being offensive), then *Latitude 38* will be required to keep a definition of terms for new readers as well as for those of us who are short on memory. Of course, the definition of terms would spell it out and defeat the purpose of the acronym. So, why not spell it out, whatever it is. You print everything else anyway.

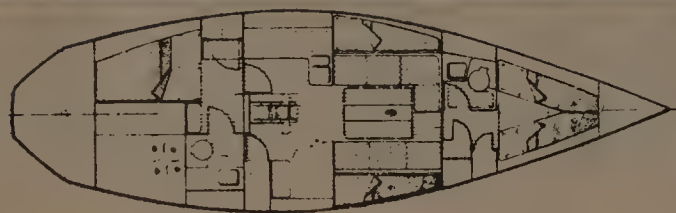
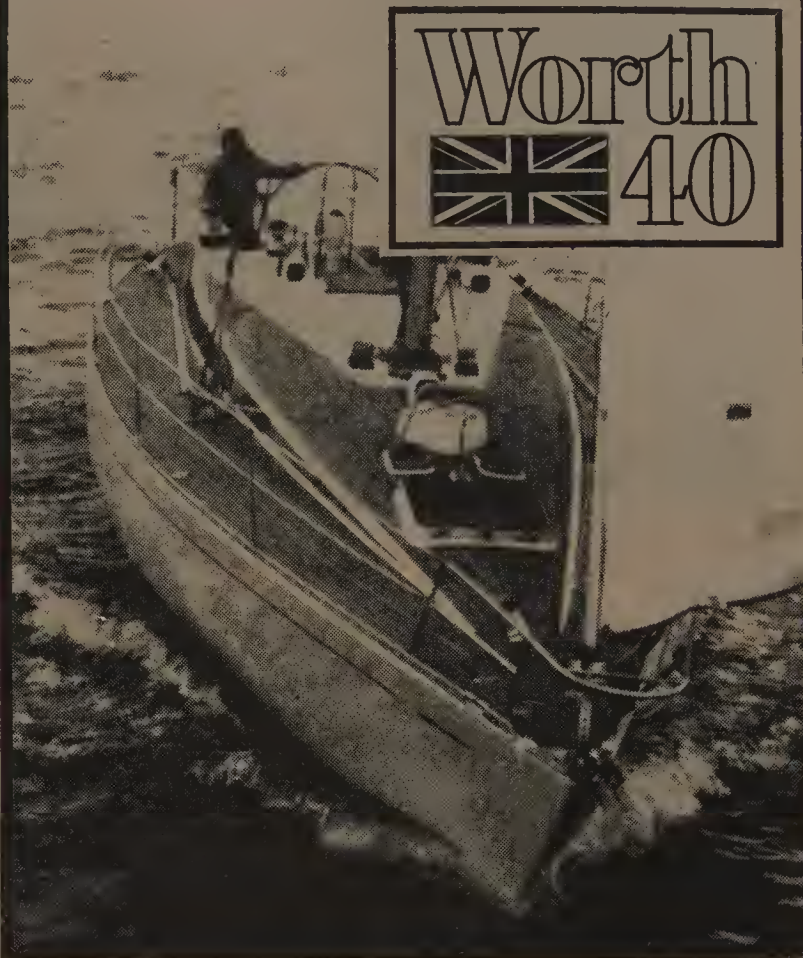
As our African traveler amusingly wrote, we might soon have to avoid the traditional sailing terminology for fear of offending someone. But when he got to "sailing bald-headed" . . . "for sailing without a jib", I got sensitive. Now I believe bald is beautiful — probably out of necessity — but not "without a jib". According to Chapman's Nautical Dictionary bald-headed is "said of a schooner having no top masts".

The traditional sailors lingo seems to suffer distortions as new applications occur. For example, while my Chapman's was still open, I ran across an ad for a mail order "Tailbag", which for those who may not know is used for the purpose of stowing the loose ends of sheets and halyards. I myself often refer to the tail end of line. But according to Chapman the nautical use of tail is as a verb such as tailing a line, or tail-on, or when a boat at anchor moves (swings) in a stream it tails. A tail may be spliced to a block to make it fast to the rigging or spar. But there is no tail end nautically of anything. Therefore, a "tailbag" is better used for monkeys, dogs, cats, etc., not for yachts.

Now there is a fag end of a line. This is the untwisted end of a rope, which is the case for any sheet or halyard I have ever seen. So more in the tradition of sailing a fag bag should have been advertised. This has a better ring to it anyway.

Art Angel
King Harbor

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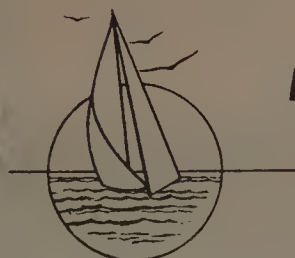
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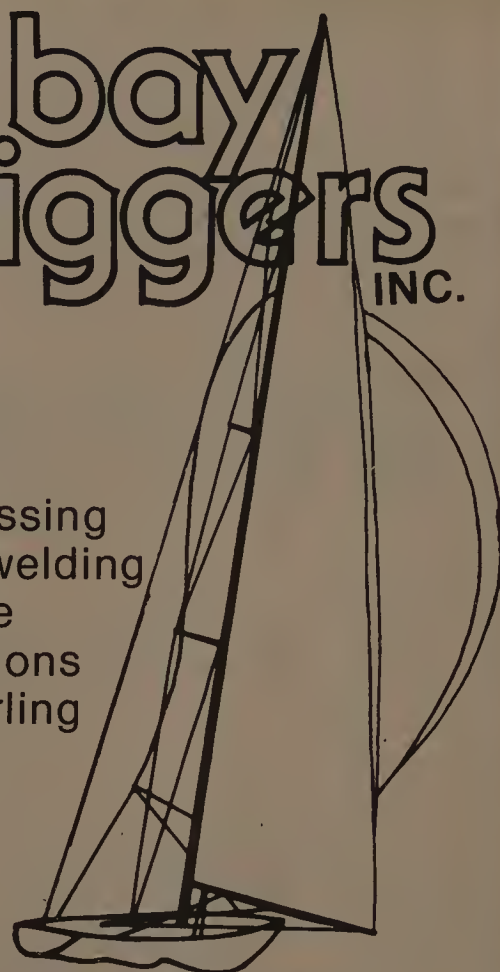
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THE EAST COAST

My batch of *Latitude 38's* caught up with me finally. I was very saddened to read of Dean Klicker's death — we met in the Sandwich Islands in the spring of 1983. He and Suzy had wonderful stories to tell and wonderful dreams to share.

I saw a letter from Jack Wilkin — in October, I think. Do you have his address in your files? I have been trying for years to catch up with him, with no success. I would *dearly* like to find him!

Gad, this East Coast sailing will give a San Francisco Bay sailor pains in all parts of the anatomy! The Stamford-Denmark Friendship Race in September was a parking lot to end all parking lots. For two hours the starts were delayed because the Sound had zip-zero wind. We, all 200 odd of us, bobbed and chatted, bobbed and bumped, bobbed and fended off, bobbed and . . . ad nauseum. When the wind finally did come up, it was fluke and fitful. The Frers 36 I was crewing is not at its best in light airs — but it goes like stink in a puff — so we got to watch the parade of lovely Dragons and Friendship sloops and other classics go by on other legs of the course.

And now you can't even begin to think of sailing without 14 layers of clothes, a ton of coal or gallons of kerosene, 60 pounds of hot chocolate mix, and a long pole with a carpet beater on the end of it to beat the ice out of the sails. The rivers, which are filled with pretty launches and dinks all summer, are a mass of icebergs and logs.

So what do displaced Bay sailors do for fun in February? They get themselves down to the shores of some big frozen lake and go ice boating. First you put on every thermal shirt and long john that you own, three pairs of wool socks, your chamois shirt, a sweat shirt, a wool sweater, and your down coat. And three pairs of wool pants.

Then you waddle down to the bank and slide your ice boat out there into the line-up. It will look like a Hobie sort of, with places to put your feet, and a place for your butt on the edges to sort-of hike out. But you sure don't "sort of" fly — man, those contraptions are so fast! Close your eyes and imagine your Hobie going 55 miles an hour on a flat surface. Now are you careful about quick helm corrections, or are you careful? If you mess up and fall off, you will 1) hurt yourself maybe; 2) slide for 1,000 yards before you grind to a stop; or 3) stick to the ice like a hot, moist tongue to a popsicle. No, you don't fall off — you are *very* careful at those speeds. You get addicted to it, too!

On a positive note, the eastern seaboard is a wood boat lover's heaven! Every little town with water deep enough to sail has classic old Punkin Seeds, Sneak Boxes, Barnegat Bay tenders, and Wood Pussies on parade all summer. In the winter in those same towns you can poke around back streets and find warehouses and garages and sheds with pretty wood boats being fixed and varnished.

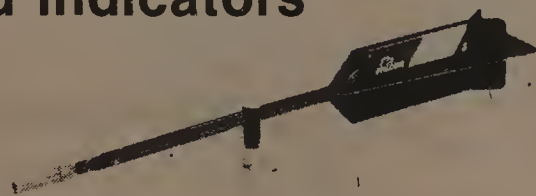
And for anti-stinkpotters, there are lakes and spots on rivers that are designated as "quiet waters" — no motors! No outboards — usually not even electric trolling motors — no power boats. Canoes and a profusion of day sailors and Fireball or Soling types, rowboats and those whacha-callems that are rowed by "crewing" teams — shells? I'm so ignorant; I forget. Can you imagine the ecstasy of lying back in your dink on Sunday afternoon, out of the way of races of course, and drinking your beer or wine and eating pretzels and not hearing *varoom varoom* . . . I love it! However, I don't think that the cities of Richmond, Oakland, San Francisco and other Bay-bordering towns would go for the idea of making the Bay "quiet water".

Chris Randall
formerly of Alameda and Virago

Chris — Sorry we don't have Jack Wilkin's address. And as much as we hate to say it, even if we did, we couldn't forward it.

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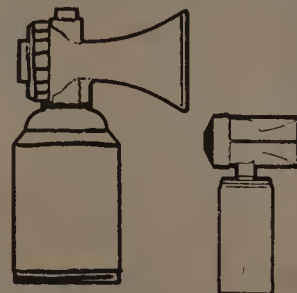
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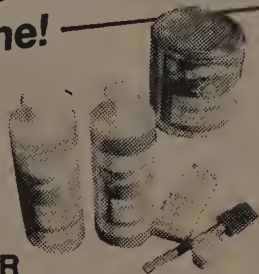
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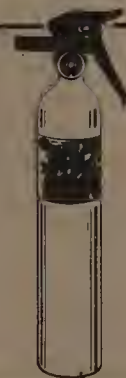
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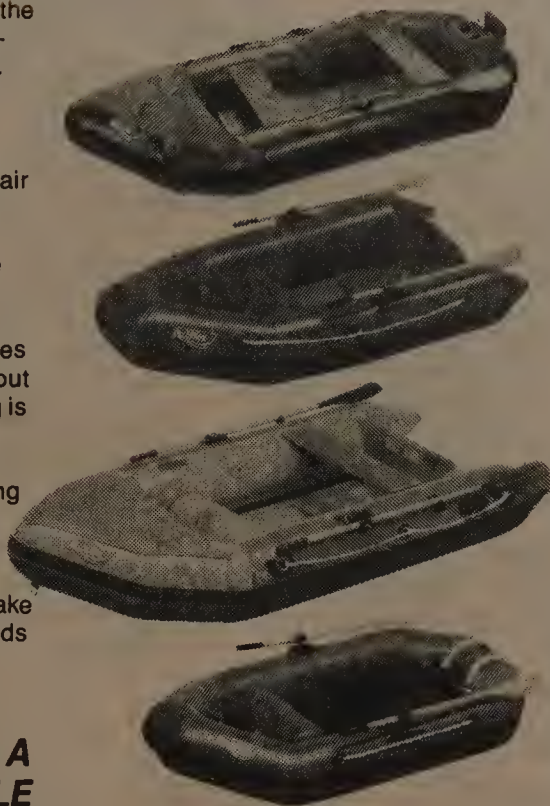
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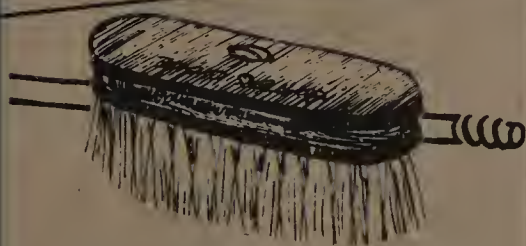
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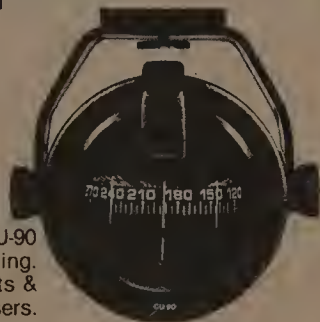
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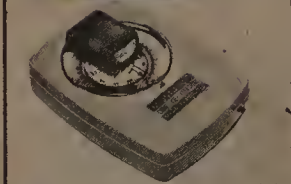
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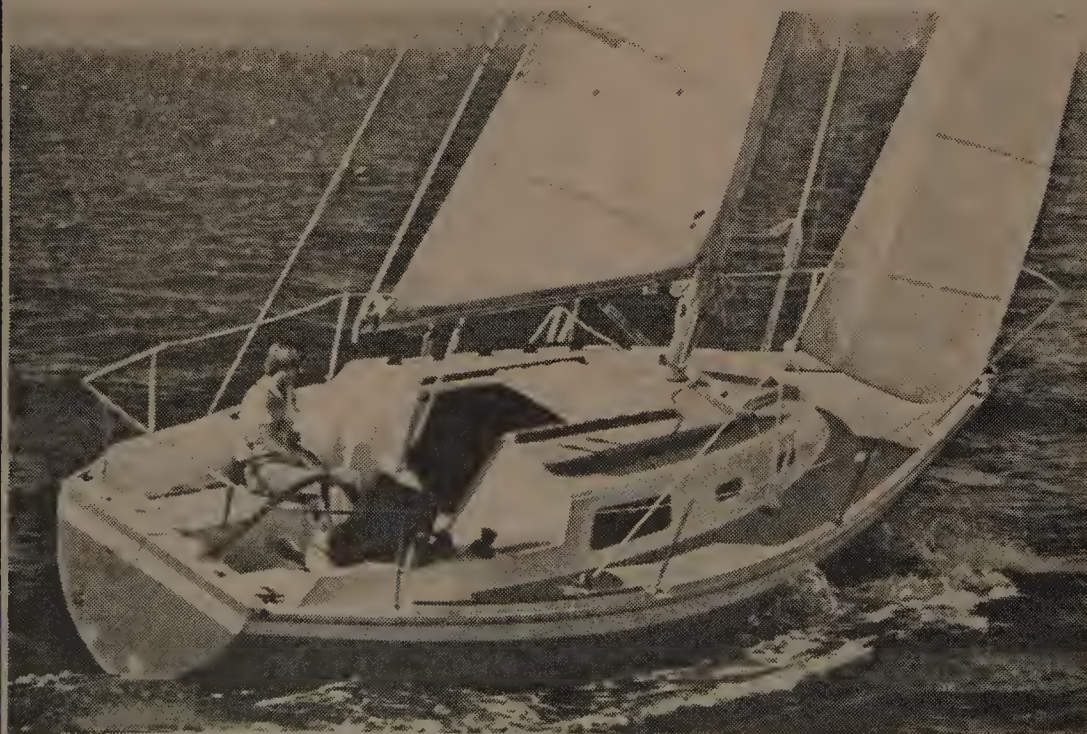
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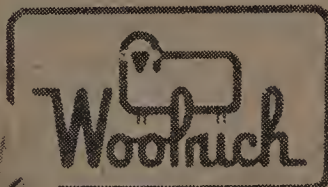


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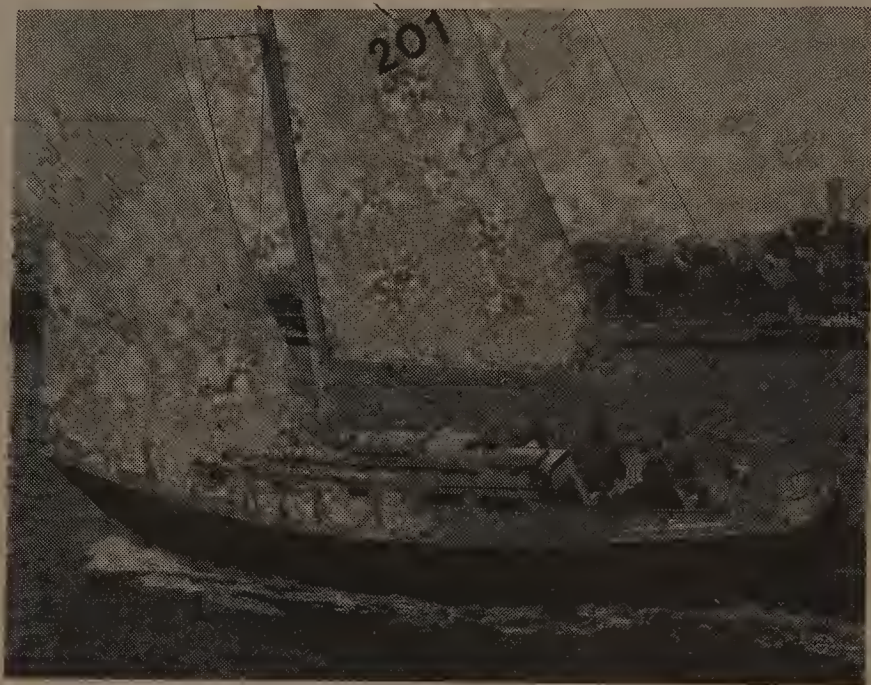
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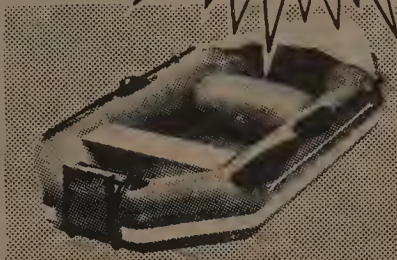
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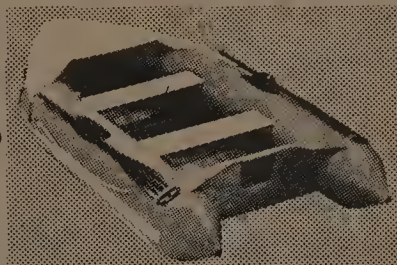
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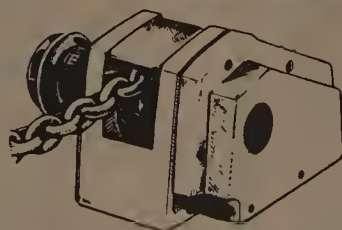
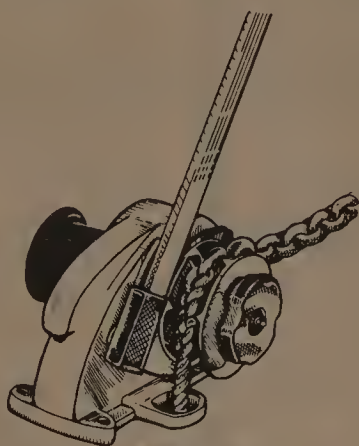
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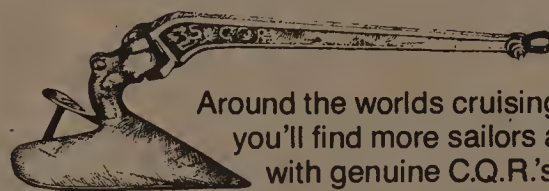
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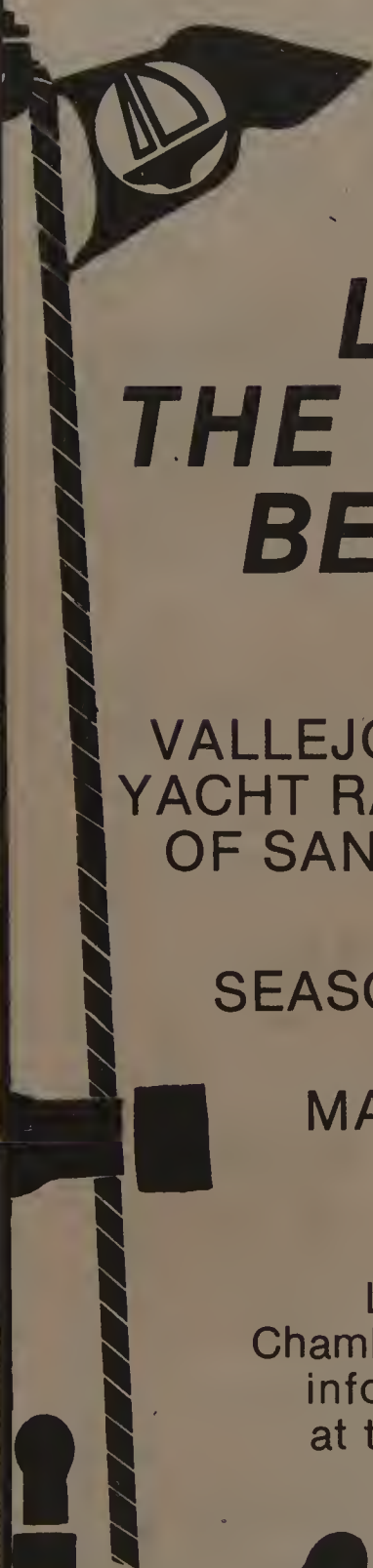
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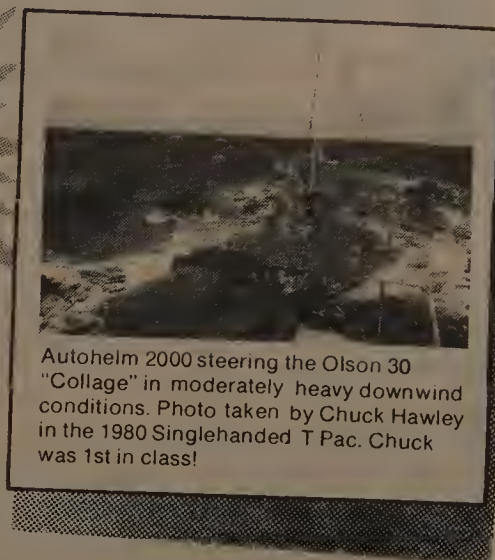
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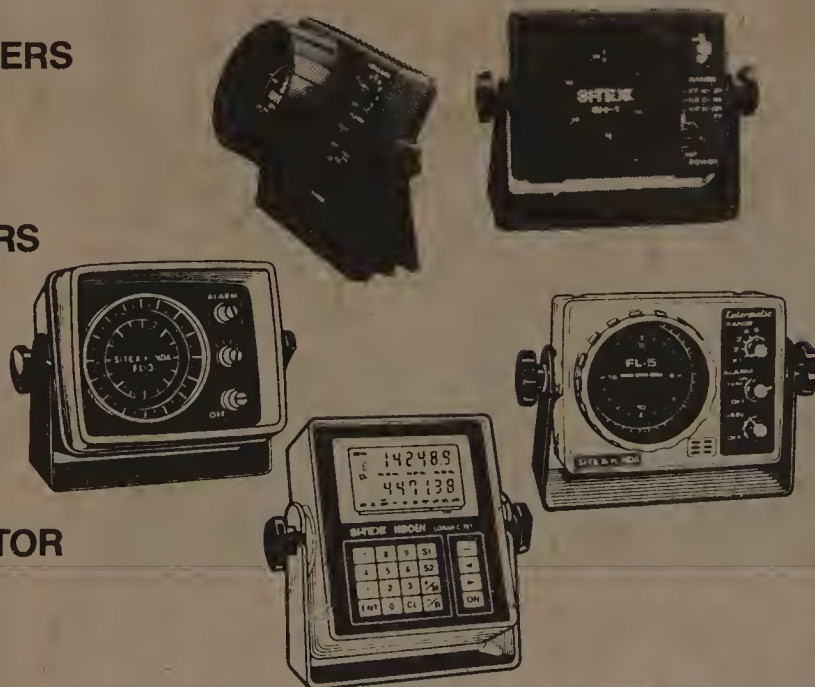
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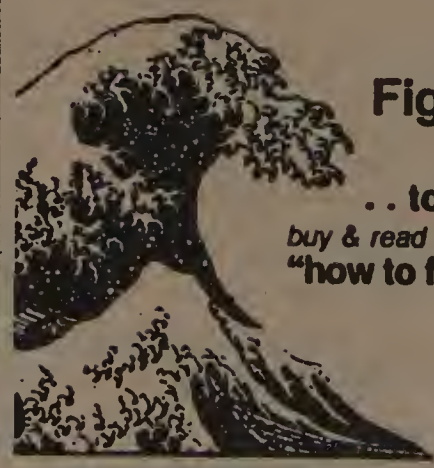
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LOOSE LIPS

San Rafael's Bill Kreysler has been working feverishly for the past several months to drum up funds for Bay Area sailors seeking a berth on the U.S. Olympic team. With the qualifying trials fast approaching, he's appealing to you for one final push to help the seven lads going for the gold get over the hump.

The Finn singlehanded dinghy trials start on April 28th at Long Beach. Entered are Richmond's Craig Healy and Tiburon's Russ Silvestri. They recently finished third and fourth respectively in a major east coast Finn regatta against other Olympic hopefuls. On May 12th the trials for three man Solings and two man Stars commence. Representing the Bay Area will be Jeff Madrigali and his TEAM SAUSALITO crew of Bill Barton and Dave Steed, all from Marin County and all of whom have the experience and talent to do well. San Bruno's Paul Cayard and Larkspur's Kenny Keefe have been burning up the Star Class lately, winning the Spring Championships in Nassau against an international field.

"Money wins medals," says Kreysler, a Star veteran himself. Our boys all have a slot at the Olympic berth but they need the bucks for burgers and boom vang. You can be a part of their effort by sending donations to the San Francisco Bay Sailing Association (SFBSA), the local, non-profit, tax exempt organization that's handling the funding. Send your checks or money orders to P.O. Box 1758, Sausalito, Ca. 94965.

Just to make this a little more interesting, Kreysler adds that anyone who sends \$5 or more will get an SFBSA bumper sticker. If



you send \$25 or more you'll get a poster of this fabulous drawing by Japanese artist Tadami Takahashi. Many of you may remember his work from the Laser class magazine *Beam Reach* or the series of



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LOOSE LIPS

t-shirts he did about Laser sailing. The detail work on this illustration is terrific. Our guys are in the boat on the right. They need the green stuff to go fast.

So now's the time to put your butt on the line for our Olympics sailors. If you have more questions or want more information, call (415) 388-9605. Make a contribution today.

Last month's mention in *Sightings* about upcoming junior sailing programs prompted Jack McKenzie of the Diablo Sailing Club to call. Jack is from Concord and helped set up a junior program at Alameda's Encinal YC back in 1981 and 1982. A year ago he switched over to Diablo SC, which has no central facility but has members actively sailing in J/24's, dinghies and cruising keelboats.

Jack wanted to set up a program for kids too. While sailing his Flying Junior at a regatta, he met a young fellow who had been part of the Briones Sailing Club based at the Lafayette Reservoir. It seems the BSC, a non-profit organization, wanted to close up shop. They couldn't sell their six Topper and eight Laser dinghies plus other equipment, though, without running into tax problems. Jack talked them into donating their assets to Diablo SC and voila! "It was Christmas time," he says.

All they needed then was kids, so Jack and another dinghy enthusiast, Scott Rovenpera, started talking up the idea. In February they held a meeting at a local pizza parlor and were pleasantly surprised when 22 kids showed up to watch Laser films and sign up. In early March they held a work day to clean and paint the boats and start building trailers on which to carry them. Fifteen families came, including mothers with sewing machines to patch up old sails!

Still without a clubhouse, the Diablo sailors are taking their show on the road. Jack's motor home is their headquarters, complete with aluminum crash boat on the roof and a trailerful of dinghies on the back. They already have three full weekends planned, including one at Morro Bay and another at Livermore's Lake Del Valle. "We're a mobile junior program!" says Jack with great enthusiasm. To further add to the fun, the club commodore has offered them use of his video camera to let the kids see how they're doing after a day of training on the water.

According to Jack, the Diablo SC has modest fees — less than \$50 a year — for membership. You can talk to either him at 798-1230 or Scott at 939-4069 (home) or 674-8090 (work) to find out about getting your child involved in this unique program.

Thank heaven for little boats . . .

We know Maurice Chevalier was really singing about little girls in the show *Gigi*, but that tune came to mind when we found out about the Contessa 32 by the same name that's working its way to San Francisco. *Gigi* left New York City on October 15th last year. That was one week before Mike Kane started his ill fated attempt to break the New York to San Francisco clipper chip speed record in the 55-ft trimaran *Cystic Fibrosis Crusader* [Volume 79, January 1984]. It was also before Chay Blythe's 66-ft tri *Beefeater* got to New York to mount the same challenge.

As fate would have it, both bigger boats failed to reach their goals. A broken shackle on Kane's backstay brought his mast — and boat — to a sudden end. *Beefeater* never made it to the starting line — it had to be abandoned by the delivery crew after a violent storm 700 miles SW of New York. *Gigi* was out in the same Force 10 storm, but managed to survive a 150 degree roll and considerable damage. With her skipper John Kretschmer and crew Bill Oswald, the more

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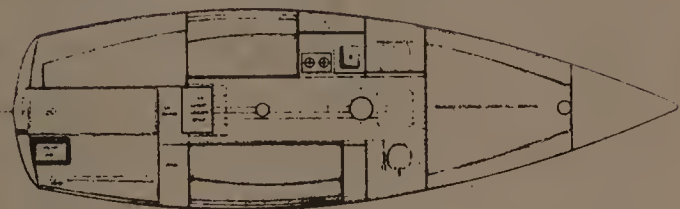
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LOOSE LIPS

conventional monohull is making 100 miles a day towards the Golden Gate and is expected to arrive around April 20th.

While *Gigi* had no hope of breaking *Flying Cloud's* 1851 record of 89 days, Kretschmer and owner Ty Techera of Detroit did want to equal the average clipper ship time of 120 days. They are currently on schedule. The Atlantic storm and resulting damage forced them to make a 600-mile detour to the Virgin Islands, but Kretschmer and 23-year old Coast Guard captain Molly Potter, his crew on the first leg of the trip, made it to Rio by December 25th. The Cape Horn rounding, with Techera aboard, also went well. *Gigi* sailed from east 50 degrees south to west 50 degrees south in 11.5 days, 6.5 days faster than the average clipper ship, and completed the 4,200 miles to Valparaiso in only 39 days.

Texan Bill Oswald joined Kretschmer for the final 5,600 miles. Detroit's Stroh Signature Brand Beer, which sponsored the trip, expects to give the sailors a big welcome when they pass through the Golden Gate. Local boaters will be encouraged to join in the festivities. Onboard *Gigi* will be a picture signed by New York Mayor Ed Koch, to be presented to San Francisco Mayor Diane Feinstein. (Ironically, Koch recently told a national TV audience he thought Diane would make a great Democratic Vice President!)

If you want to find out more about the voyage or stay posted of *Gigi's* arrival, you can call Ty Techera at (313) 365-9220. She may be small, but it looks like she will get here.

Doctor my eyes!

After the darker winter months, the bright sailing sun of spring can really hurt your eyes. A good pair of sunglasses really helps alleviate the discomfort — and maybe even more. According to the United States Olympic Yachting Committee, about half the U.S. Olympic sailing team has some level of benign tissue — or pterygium — over the eye. Quality sunglasses help prevent this growth, so don't leave home without them.

Be it resolved.

On February 22 — just a couple of days before the deadline on public comment — the Master Mariner's Benevolent Association sent the following message to the BCDC and various legislators and government officials:

"Resolved, this organization does hereby record its opposition to the Bay Conservation and Development Commission's attempt to regulate the traditional use of vessels on the navigable waters of San Francisco Bay and the Delta as an unconstitutional action taken in excess of its proper jurisdiction as delineated in the McAteer-Petris Act."

It was signed Suzanne Abbott, Commodore. The Master Mariner's did their part; did you do yours?

What a jerk!

The publisher of this magazine has been reading so many books on the first roundings of Cape Horn and the exploration of the Pacific for a future article, he indicated that Equatorial Challenger Andrew Urbanczyk had sailed from Darwin, Australia to Cape Horn. Like hell he did. He sailed from Darwin to the Cape of Good Hope!

Andrew now only has 12,000 miles to go! His latest installment can be found in this issue.

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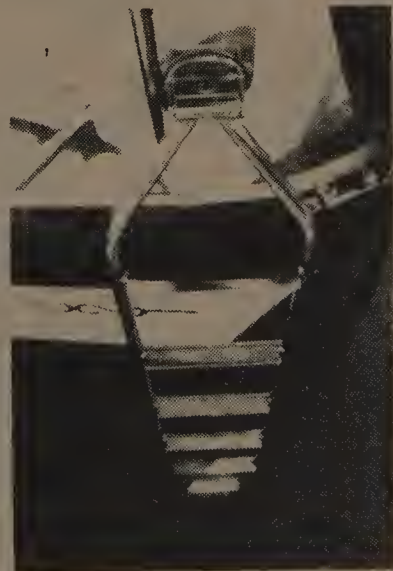
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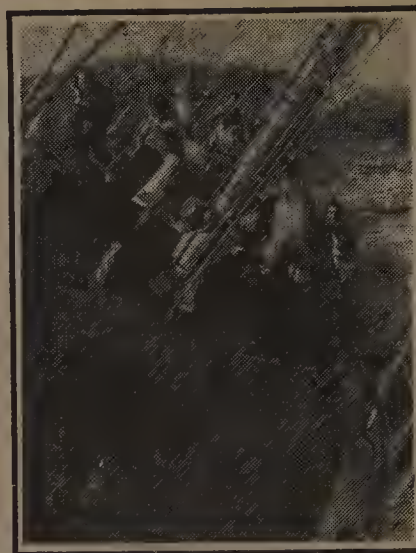
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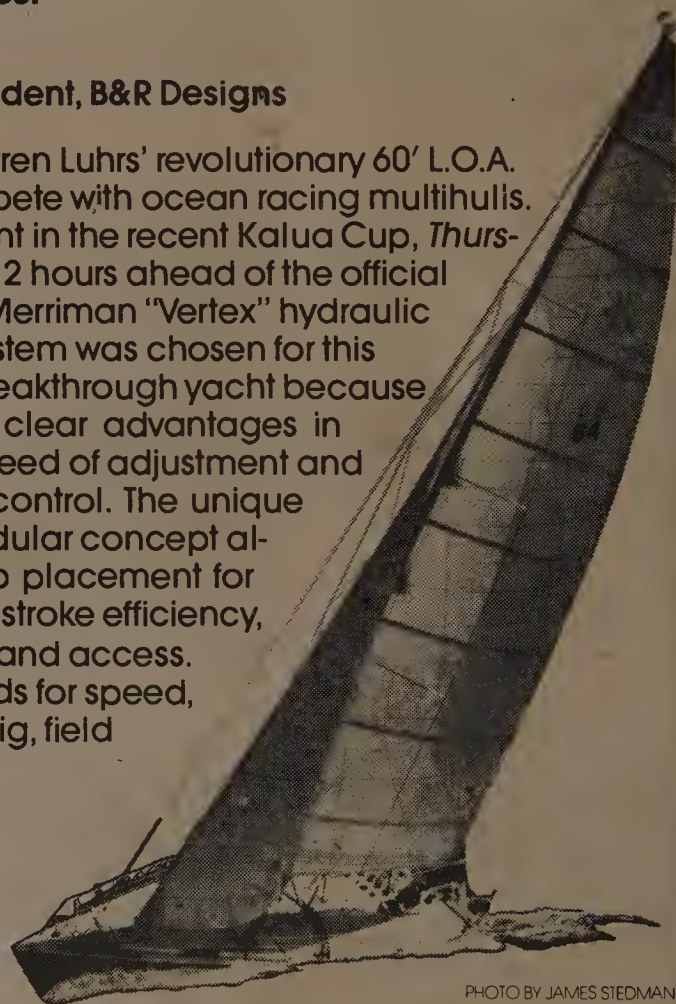
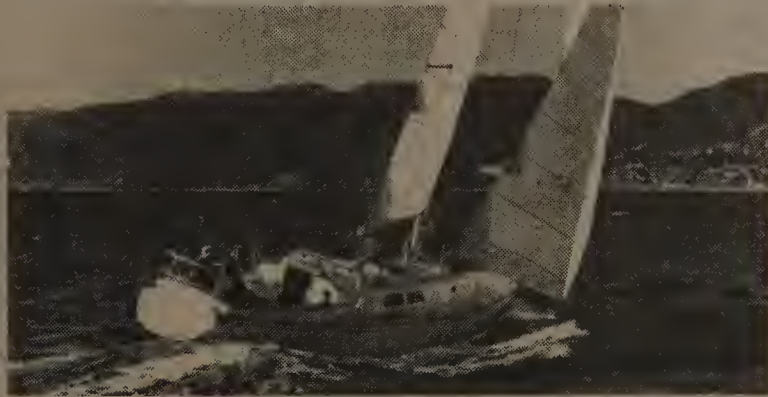


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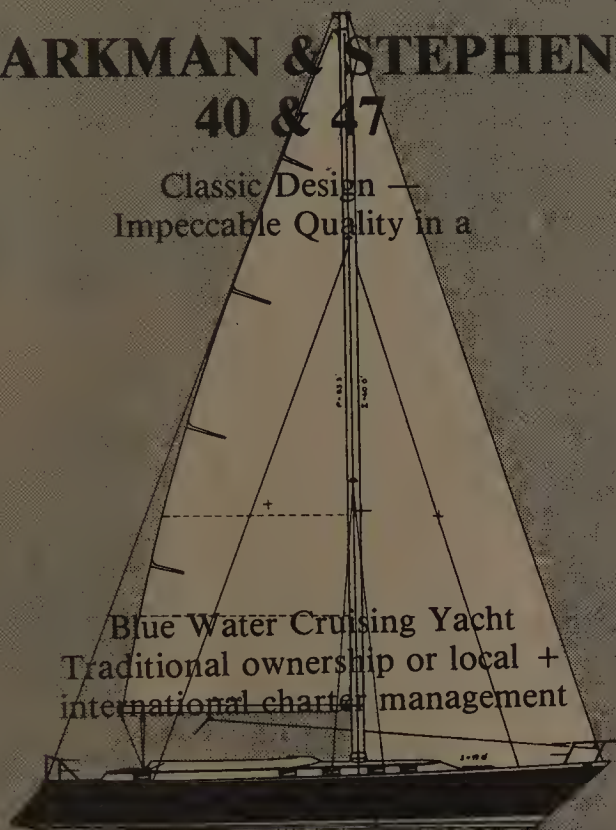
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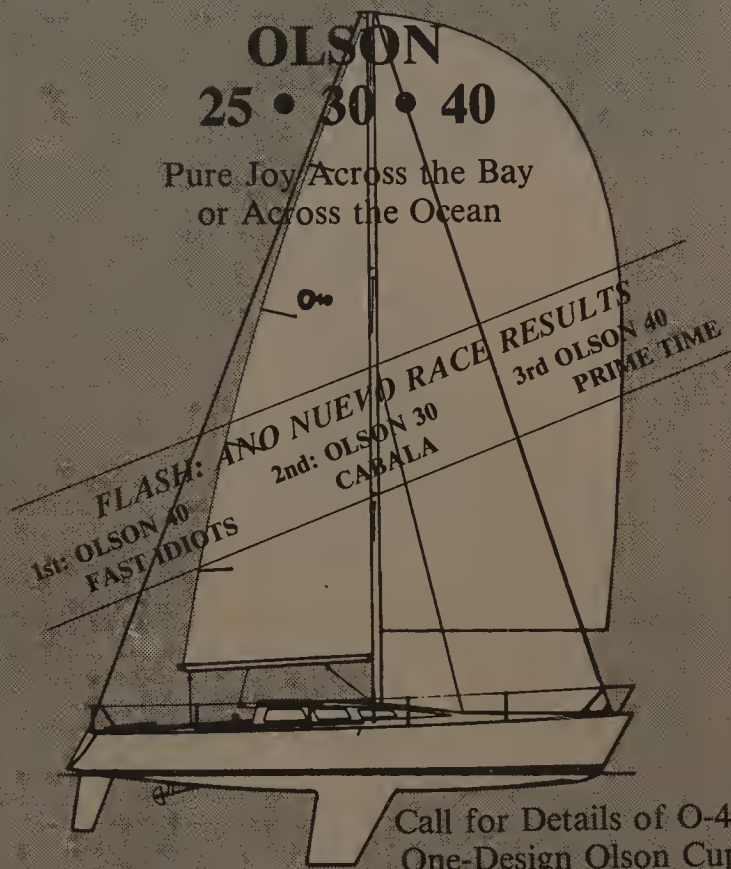


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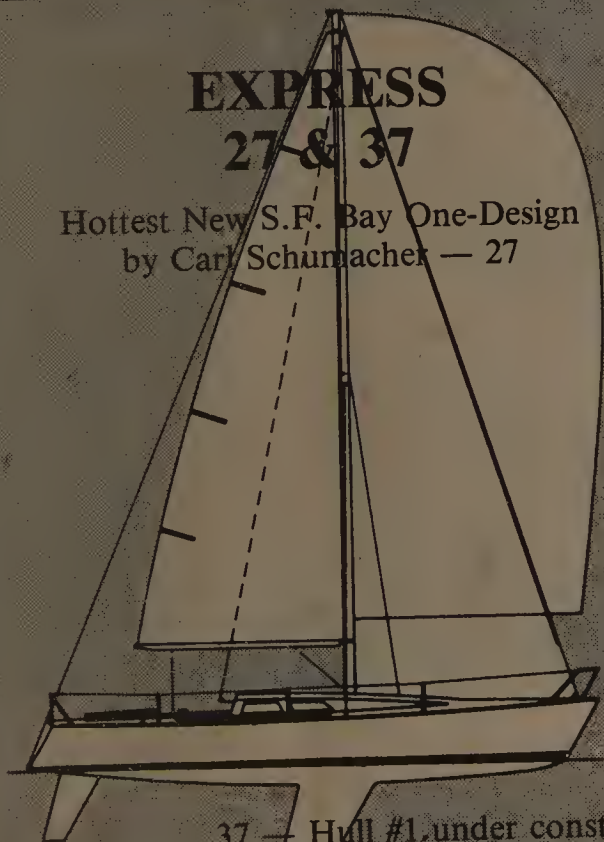
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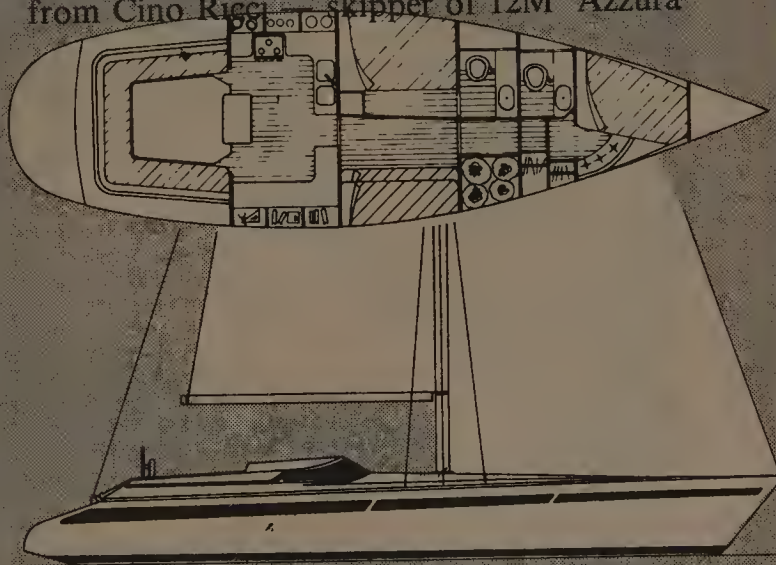


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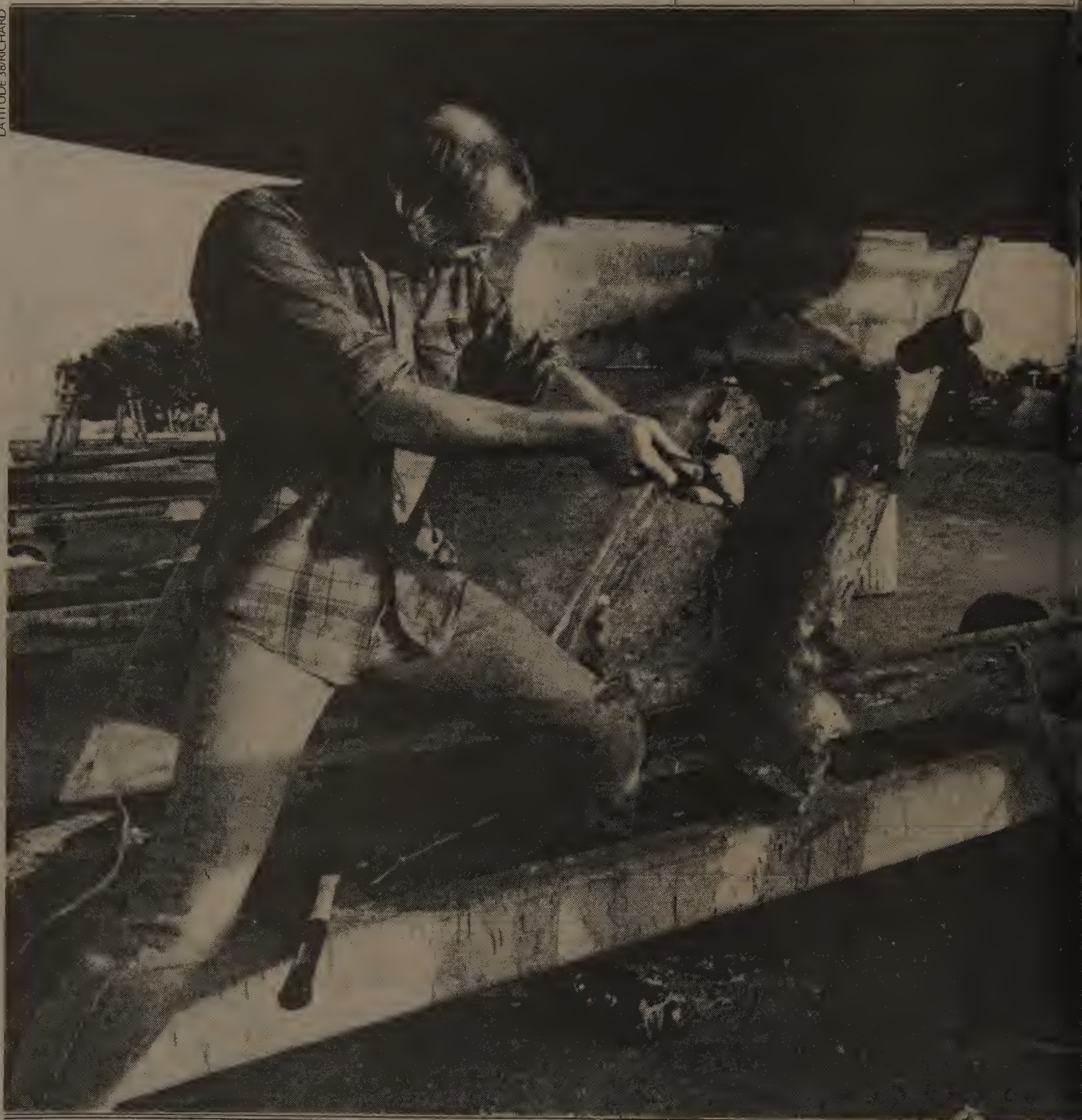


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LATITUDE 38/RICHARD



opening day shorts

A couple of weeks ago we met a young woman we'll call Julie, who — for reasons unknown to us — told us about a harmless but rather unusual fantasy she kept having. She explained that she'd seen Susan Anton wearing a cute little track uniform in *The Golden Girl* and thought the look was really dashing. And later she'd seen Mariel Hemingway in *Personal Best* wearing a similar but even smaller suit. Even though Mariel hadn't had her chest bumped at the time, Julie was really taken by the 'track image'.

"What'd I'd really like to do," Julie confided in us, "is put on a little track

cont'd on next sightings page

don't overdo

Most boatowners are content to prepare for Opening Day by having a diver clean their bottom or hauling the boat out and having a new coat of bottom paint applied. Of course there are exceptions.

The two pictured here are Bill Erkelens (left) and Mark Rudiger. Together they are prying and pounding 100 pounds of lead off the bottom of Mark's 29-ft *Shadowfox*. (Bill's helping out to even the score a bit; Mark

shorts — cont'd

suit, sail around the Bay unnoticed, and pretend I was Mary Decker."

A little weird, sure, but we've got news for you Julie: on April 29, thanks to the Pacific Inter-Club Yachting Association, you're going to be able to live out your fantasy. You see April 29 is Opening Day 1984 on San Francisco Bay, and the theme of the decorated boat contest is "Fun and Games" — as in the summer Olympic Games. So sailors like you will be able to dress up as track stars, bicyclists, swimmers, and even sailors — and nobody will be the wiser to your double-dipping. They'll think you're just competing for a prize.

On the subject of prizes, the big Opening Day prize is always the Claude H. Benham Memorial Trophy. It's awarded to the yacht club having the highest number of points in the Opening Day parade. Clubs who wish to take a crack at this prize must submit an entry list of all their eligible boats before they start.

There are also seven individual prizes; one for the best decorated boat, power or sail, and then the three top sailboats and three top powerboats. While decorating boats is a popular club activity, most O.D. participants just get blessed, follow the parade route, and have a good time.

The ceremonies all start at 0930 with the Blessing of the Fleet ceremony. This takes place in Raccoon Strait, [see map], where members representing the Jewish, Protestant, and Catholic faiths will be stationed aboard a Navy



Opening Day parade route.

vessel. Last year there was some water-ballooning of the clergy but that will not be allowed this year.

An hour later, 1030, the former Coast Guard cutter *Alert* will lead the procession of decorated boats across the Golden Gate and down the Review Corridor located off the San Francisco marina. The PICYA committee judg-

cont'd on next sightings page

it guys!

always crews on his Wylie 40, Lois Lane).

It's no easy job pulling all that lead off; and it's even harder fairing, fibreglassing, sanding, priming and painting the keel once it's done. But then some sailors will just about kill themselves to have a good time. And it's not just limited to men. Kay Rudiger's got the disease also; you just can't see her because she's inside varnishing.

shorts — cont'd

ing boat, the *Argo*, will be stationed off the St. Francis YC. Aboard will be many distinguished judges, yours truly included, feverishly scrutinizing the entries for superior aesthetics.

A short distance later, at Pier 45, the vessels *Cub* and *Little Bear* will form a brief gauntlet delineating the dispersal area.

Non-decorated powerboats are requested to gather in the Lime Point Area between 1000 and 1100, for at 1100 the San Francisco Fireboat *Phoenix* and the Oakland Fireboat *City of Oakland* will start throwing up water to signal the procession of undecorated powerboats. The powerboats are supposed to form three columns and maintain a distance of 25 yards between boats. We're dying to see how that turns out!

The non-decorated sailing vessels are to gather in the Yellow Bluff and Richardson Bay areas between 1100 and 1145. At 1145 Harold Sommer will lead the sailing fleet with his magnificent 85-ft pilot schooner *Wanderbird*. The *Wanderbird* is a big boat, so please give her the room she requires to maneuver without having to crush smaller boats. The sailboats are to follow the same route as the decorated and powerboats before them.

Once the sailboats have passed the Pier 45 dispersal area, the official ceremonies are over. Traditionally everyone then heads for Angel Island, the Cove at Treasure Island, the Paradise Cay area, or some other anchorages to get stuffed, perhaps drunk, and have a good time.

Every year there is a big stink about water balloons. The PICYA says they "will not tolerate them", but policing is difficult. But folks, let's be reasonable about all this. That means don't throw the stupid balloons while you're part of the parade, and don't throw balloons in crowded areas or at people who don't think it's fun. People can get hurt with them, and some people simply don't wish to participate. Honor their wishes. But if you find another boat armed and looking for action, *Latitude 38* suggests the two of you find some uncrowded part of the Bay and blast the track shorts off each other — and Julie if she happens to be on the other boat.

more opening day

For those of you who want to make a real big occasion of Opening Day, the Commodore of the Corinthian YC in Tiburon would like to invite you to stop by the club and help them celebrate the 21st annual blessing of the pleasure boat fleet.

It's one of the biggest days of the yachting year at the Corinthian, and it starts early. At 7:30 there is a Catholic Mass, with all invited. At 8:15 there will be the traditional flag raising ceremony. Eight-thirty is the big buffet breakfast in the ballroom. For \$6.50 per person you get fruit salad, scrambled eggs, hash browns, sausage, bacon, or ham, muffins, coffee, and all kinds of tasty chow. Toss this down and you'll be fueled up for the whole day on the Bay.

If you'd rather not spend the day with the hordes of the boats on the Bay, you can still enjoy the festivities. For at 9:00 a.m. the *USS McCluskey* drops anchor, and at 9:15 the Navy starts shuttling folks out and aboard the *McCluskey*. The ship offers the best view of the blessing of the fleet ceremonies, which run from 9:30 to noon. Speaking of noon, that's when the buffet lunch begins at \$11 per person. It's another big spread and will knock you out.

As we indicated, everyone is invited to participate in these Opening Day events at the Corinthian, but if you wish to eat at the club you *must* make reservations. After all, how are they supposed to know how much food to prepare? The number is 435-4771; dial it now.

s.f. in-the-water boat show

Alameda will definitely be the most exciting place in the Free World be-

cont'd on next sightings page



my new

The big smile belongs to Rosalind Colver. In mid-March she and her husband John took delivery of the sixth fiberglass Knarr on San Francisco Bay. The lovely green 30-ft one design sloop came directly from Borresorn's Baadebygger (boat yard) in Denmark.

By now the Colver's should be out competing in the Wooden Boat Racing Association (WBRA), events with all the other Knarrs. Rosalind reports the class is doing very well these days, averaging about 20 boats at the starting line. At one regatta last year there were 28 Knarrs.

Although built to identical specifications,

in-the-water — cont'd

tween April 6-15. Not only will the 11th annual San Francisco In-The-Water Boat Show be there, with separate weekends for used and new craft, but so will the Alameda City Fair. Where else could you shop for a new boat, visit antique wooden sailing vessels, go for a stagecoach ride, and watch the "March of the Brooms" and a Mr. Clean Look-Alike Contest?

The In-The-Water show takes place at Mariner Square, and consists of two parts. April 6 to 8 is devoted to used boats. Included will be everything from day sailers to large cruising power and sailboats. The new boats take over from April 11 to 15. Making their west coast debuts will be the Tayana 57 and 52, Passport 47 and 42 P.H., Beneteau 32 and 345, Cheoy Lee 41, Rob Roy 26 and Tatoosh 51. For all you displaced Easterners hankering for a look at something traditional from back home, take time to check out the Hinckley Sou'wester 42, made in Southwest Harbor, Maine.

Sailboat lines present at the show include Hunter, Morgan, Islander, Ericson, Lancer, Catalina, Baltic, Nordic, O'Day, Pearson, CS, Endeavor, S&S, Irwin, Yamaha, Jeanneau, C&C, Sovereign, Martin, Slocum, J-Boats and Vancouver. Also, there will be a Tayana, Aloha, Passport, Ocean, Tradewinds, Panda, Tatoosh and Cheoy Lee cruising sailboats, as well as an inflatable catamaran, a 37-ft Priot and an Ericson Supercat.

Other highlights of the show are the onshore booths filled with marine accessories and free seminars. There are three programs already scheduled, with more anticipated by the time the show opens. Phil Uhl and Leslie Demeuse's "Sailing, Photography and Videography" will take an in depth look at shooting marine stills and video, with slides from the Pan Am Clipper Cup and a video of *Charley* winning the 1983 TransPac. Showtime is 1:30 p.m. on April 14th and 15th. "Yachting Medicine and Basic First Aid for the Sailor" will feature three Alameda physician/sailors discussing accident awareness and proper medical equipment to have onboard. Drs. Stephen Raskin, David Oliver and Jack Stehr will speak at 12:15 p.m. on April 14th. Craig Shipléy of Club Nautique will address the issue of "Sailing Clubs and Charter Opportunities" at 12:15 p.m. on April 15. Check your boat show program for additional seminars.

Show organizer Karen Thompson has succeeded in coordinating this year's show with other concurrent events, such as a J-Boat regatta on the Estuary and a city-wide fair. The latter starts with a Clean Sweep Community Garage/Sidewalk Sale and March of the Brooms on Saturday morning, April 7th. Other noteworthy events include an antique wooden sailboat display at Marina Village, a Mr. Clean Look-Alike Contest, an amateur golf tournament and a lighted boat parade with a fireworks display following at Marina Village on Saturday, April 4.

Show hours are 11:30 to 6:00 on Monday through Friday, 10:00 to 6:00 on weekends. Admission for the used boat show is \$3.00 for adults, \$5.00 for the new boat show. Kids 6-16 are \$2.00 for both and toddlers get in free. For more information, contact Karen Thompson at 2415 Mariner Square Drive, Alameda 94501 or call (415) 523-0922.

newport in-the-water show

Boat show fever is also strong in Southern California. The Newport In-The-Water show runs from March 29 to April 15 at Lido Marina Village. This show will also have a used boat segment, from March 29 to April 1. The new boats follow from April 4 to 8. Special visits will be made by the 102-ft *Oriole*, the Canadian sail training vessel, and *Alaska Eagle*, winner of the 1977-78 Whitbread Around the World race. For more information, contact Duncan McIntosh at 1760 Monrovia Ave., Suite C-2, Costa Mesa 92627 or call (714) 673-9360.

discovery bay boat show

Also not to be forgotten is the first annual Discovery Bay Boat Show in the Delta on May 3 to 6. The new Discovery Bay Marina now has almost 1400

cont'd on next sightings page



LATITUDE 38/RICHARD

knarr

the wood Knarrs are rumored to be slightly faster than the glass ones on the heavy air of San Francisco Bay. The explanation is that the wooden Knarrs soak up a little water and therefore aren't quite as tender.

But Rosalind doesn't care. She's had a wood one for ten years, and is now looking to spend her non-racing hours cruising the Bay rather than sanding and varnishing. The Knarr has surprisingly nice accommodations.

Glass Knarrs are base priced at near \$22,000. You can get an excellent wood one for about \$13,000; a good fixer-upper for about \$8,000.

in-the-water — cont'd

residences, most on the water. Over 100 spaces are available both on land and in-the-water for boat dealers to show their wares. Proceeds from the show go to the local chapter of the Lions Club. For more information, call J. Pierce Rex at (415) 634-1982 or Jack Brodsky at (415) 634-1833.

tallship a comin'!

The Northern California cities of Vallejo, Oakland, Sacramento, Sausalito, and Monterey have all been selected as official ports-of-call for the soon-to-be finished 145-ft topsail schooner, *Californian*. The vessel is a replica of the *Lawrence*, a revenue cutter that singlehandedly maintained law along California's coast during the wild days of the Gold Rush. The replica is being built with \$2.5 million of private funds by the Nautical Heritage Museum at Dana Point.

The *Californian* is pictured at right during her transom unveiling ceremony in February at the Spanish Landing construction site in San Diego. The 16-ft wide transom is in itself a magnificent work. It was carved by Bob Beakins and Lee Kutz, and required over 300 hours of labor. It features not only a huge American Eagle on a field of white, but also two grizzly bears, the Great Seal of California, and many other goodies.

As you probably already know, the *Californian* will be the lead vessel in the Fourth of July Olympic Tallships parade. Over 10,000 spectators are expected to watch along the 50 mile route from Marina del Rey to Long Beach. But what after that?

Well then she becomes a sail training vessel in conjunction with the American Sail Training Association. She will continually visit her 13 ports-of-call, which include the cities mentioned at the beginning of this article as well as Avalon, Oxnard, San Diego, Long Beach, Newport Beach, and Port San Luis. Marina del Rey and San Francisco are expected to eventually become official ports-of-call also.

At each port she'll be open to visitors. She'll also take local groups of 16 to 26 year-old cadets on 11-day training cruises. Who and how you get on the training cruises will be decided by each port-of-call. There will be a fee, but there will be many scholarships offered so nobody is left on the dock for a lack of money.

The first visits to ports-of-call will begin after the *Californian*'s Olympic duties and a 'maiden voyage' from her home port of Sacramento. About a year ago in the State Assembly and Senate unanimously proclaimed her the official tallship Ambassador for the State of California. We'll have a feature report on the *Californian* next month.

the secret love affair continues

There was nothing short of a packed house March 13, 10 a.m. at Building C of the Coast Guard's Government Island facility in Alameda. The attraction was the informal hearing at which Beverly Hill's Brad Herman, owner of the Peterson 45 *Secret Love*, would respond to Coast Guard charges that his boat had violated rules of the road 2 and 9. Rule 2 involves the negligent operation of a vessel; Rule 9 prohibits small vessels from impeding large ones in narrow fairways.

The incident that triggered the charges occurred on September 11, 1983, during the first race of the St. Francis Big Boat Series. As the racing fleet was reaching across the Bay toward the St. Francis YC buoy about 2:45, Herman's red sloop, driven by Lowell North, passed very close in front of the 530-ft auto carrier *Nada II*.

Bar pilot Gregg Waugh, who was in command of the *Nada II*, remembered it this way in his incident report: "... *Secret Love* approached from my port side and with total disregard of the rules of the road and prudent seamanship ... cut across the bow of my ship putting not only the vessel but

cont'd on next sightings page



BOB COUARRUBIAS

what do

As you page through this issue of *Latitude* 38, do you find too many ads in relation to the number of editorial pages? We do.

The proportion is much higher than it's ever been before. That's partly because it's a boat show issue and partly because the boat business — like the rest of the economy — is moving ahead surprisingly well. We suddenly got inundated with way more ads than we ever have before. And since this is a boat show/start of the season issue, we were reluctant to tell advertisers we didn't have



you think?

room for them.

We did our best to keep the number of editorial pages up, however. We 'shingled' the center section so our printer could put out a 224-page issue — eight more than he's ever done before. We also tightened up the Classy Classifieds. These two changes resulted in 11 more editorial pages than we normally would have had.

Next month we suspect we'll be on a more even keel again.

secret love affair — cont'd

all aboard in jeopardy of their lives and property." Waugh claims the two vessels came within five to ten feet of contact, and further alleged that "all aboard *Secret Love* kept waving the ship on as if they were daring me to hit them". He concluded his report by saying it was the most flagrant instance of gross negligence he had witnessed in his 27 years on the Bay.

The Coast Guard's Lieutenant jg. Tom Orzech investigated the charges, decided they had merit, and recommended the maximum penalties. Herman, *Secret Love's* owner, was then given the opportunity to either respond to the charges at an informal hearing or plead guilty to violating rules of the road 2 and 9. The maximum fines possible in each case are \$1,000 and

cont'd on next sightings page

SIGHTINGS

secret love affair — cont'd

5,000 respectively.

Herman chose to respond at a hearing, and arrived at Building C with his wife, helmsman North, bowman Donnie Andersen, and to represent his interests, attorney Irving Loube. Interestingly enough, Loube's Frers sloop is about the same size as Herman's boat, and the two had previously battled on the race course and in the protest room.

Since it was an informal hearing, Commander Folce, the Hearing Officer, advised Loube that he could speak freely to any aspect of the incident he cared and would not be bound by strict rules of evidence. Loube made the

cont'd on next sightings page

going going

The splayed and scattered timbers pictured here are some of the fragmented remains of the strong timbers that once held up the surface of the 3,000-ft Berkeley Pier. The Pier, projecting into the heart of the Bay, was originally used for cars to reach ferries.

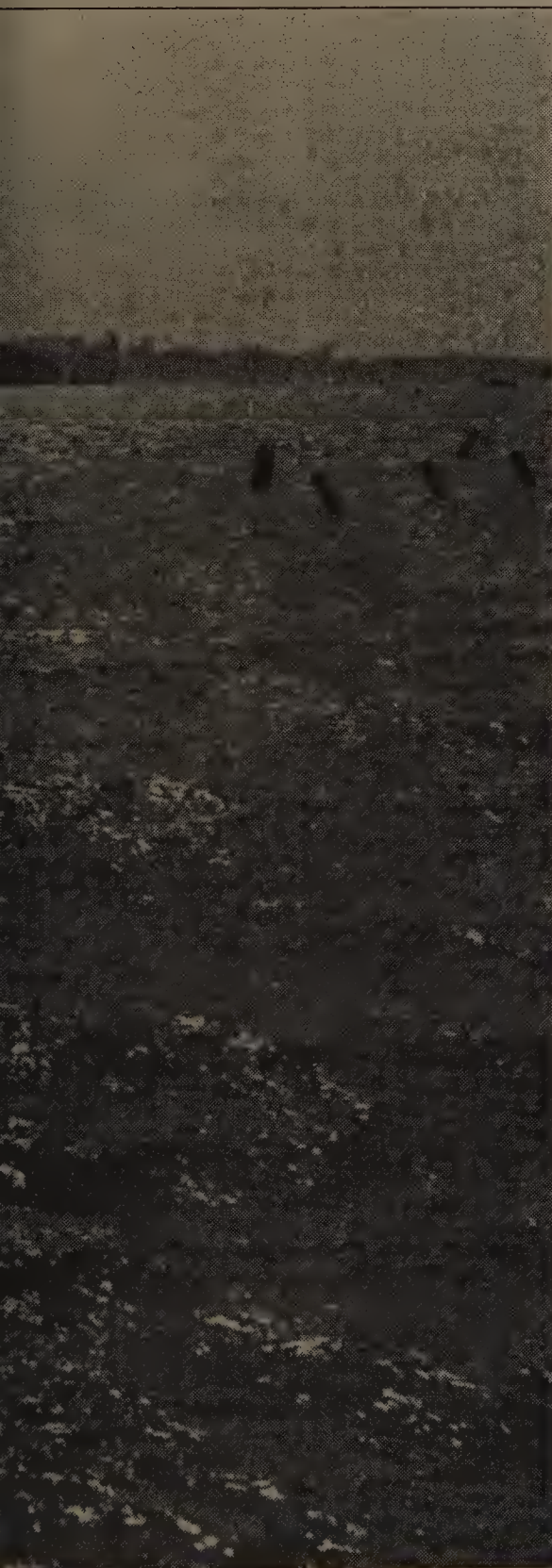
If there's anything more expensive than putting the pilings in half a century ago, it's removing their remains in 1984. It's a huge job, and to our knowledge there is no current plan to remove them. So while



... but not gone

you're playing on the Bay this summer, you'll want to be sure — especially at night — that you don't sail over the remains.

And while we're on the subject of Bay dangers, the red buoy to the north of Alcatraz is not there just to be pretty. It marks several inshore rocks just barely beneath the surface except at low tide. We've been watching sailors blithely sail inside the buoy; if you don't know where the rocks are, you'd better not do that too often.



LATITUDE 38/RICHARD

love affair — cont'd

most of the opportunity, speaking continuously or questioning *Secret Love's* crew for the better part of the hour. He attacked the charges from what seemed scores of angles.

Loube's basic contention was that *Secret Love* had rights and privileges on



LATITUDE 38/RICHARD

'Secret Love' having just crossed in front of the 'Nada II'.

the Bay, and had exercised those rights on September 11 without infringing upon the rights of the *Nada II*. He characterized Captain Waugh's charges as "a complete overreaction", and suggested that they were a result of the pilot having only three years of experience at that job and a lack of familiarity with sailboats. Some of Waugh's factual testimony was also disputed.

Loube also took technical approaches. "By definition", he contended in an interesting argument, it is impossible for a small vessel to "impede" a 530-ft ship like the *Nada II*. In another technical argument, he objected to the entire process by which the investigating, prosecuting, and judging of such a case is all carried out by the Coast Guard.

Hearing Officer Folce was asked by Loube to disregard reports of the incident that he may have read in the press, claiming that almost all had been inaccurate. [Both Captain Waugh and the Lt. Orzech had used an article and photograph that appeared in Latitude 38 to support their charges]. Loube asked that *Secret Love* not be made an example of for several reasons, including the fact the Southern California boat had been a "guest" on the Bay.

Rather than an adversarial proceeding, Loube maintained the hearing would be a good occasion to try and solve a problem that had existed for a long time and would continue to exist until something was done. He suggested that perhaps racers should be able to call large vessels on Channel 13 and say that they would stay clear on their own, and thus relieve the pilot or captain of responsibility and anxiety. Or, Loube suggested, perhaps the Bay should be closed to large vessels entering or leaving the Bay on weekends — quickly adding that it might not be economically feasible.

There were other arguments too, but it was clear he was pulling out almost all the stops.

To support the basic arguments, Lowell North, Donnie Andersen, and Brad Herman all eventually addressed the hearing. North, who testified to having been sailing for 42 years, advised that he had followed *Nada II's* progress for about a mile before the crossing. He explained that when the two vessels were still 1/4 mile away the compass and land bearings began to indicate that *Secret Love* would be able to cross in front. And they closed, North said, the bearings continued to look better (*Nada II* was in the process of slowing to pick up a pilot) so they went ahead and crossed in front. The

cont'd on next sightings page

SIGHTINGS

secret love affair — cont'd

founder of North Sails explained that the crew and boat were ready and able to jibe away in a single boat length had they found they weren't going to be able to make it.

North contended that *Secret Love* was 170 feet away from *Nada II* when she began to cross her bow, and the closest the two came was 75 feet. He said he had been able to determine the distance because he had been looking up at about a 45-degree angle to *Nada II*'s rail.

Throughout the proceedings Hearing Officer Folce remained cordial and rarely spoke. He did however ask North how many times he had passed in front of vessels, and if this was the closest he'd come. North said he'd crossed "thousands", but admitted none had been as close as this. Loube quickly asked North if he thought the crossing had been safe; North said, "yes".

After everyone had said what they had to say, Folce announced there would be a short break so he could review and consider what he'd heard. When he returned he prefaced his decision by saying he believed the crew on *Secret Love* were all expert sailors, and that he believed they had felt they were in no danger.

But in regard to the charges, he said by virtue of Loube's arguments against Rule 9 (impeding) he would have to take some time to investigate case law before making a decision. Although he had hoped to avoid such a delay, he said he had no choice.

In regard to Rule 2 and the charge of negligence, Cmdr. Folce found that *Secret Love* had been guilty in crossing so close in front of *Nada II*, that their action deprived *Nada II* of the ability to do anything to prevent a possible collision. He then announced a \$400 fine, and reminded the defendant he could appeal the decision.

The decision came as something of a surprise to North. He indicated that he perhaps thought the Hearing Officer might have found them guilty of "impeding", but "I never thought we'd get charged with negligence".

Interested parties now await the decision of Cmdr. Folce regarding Rule 9, and whether or not Brad Herman will appeal the fine(s). If you've been looking to this case for guidance on how close you should cross in front of a commercial vessel, there's none to be had as yet.

MYSTERY RECTANGLE

a capitola idea

The town of Capitola isn't quite as famous as its neighbor immediately to the north, Santa Cruz. It does, however, also have a pier, an esplanade, some good surf, and, as of last year, a marina. It's not a marina in the sense of a breakwater and docks, but rather a group of buoys anchored south of the Capitola Wharf. Last year there were 17 moorings in place and this year 50 will be installed.

The Capitola Bay Marina, as it's called, is offering these buoys for seasonal lease. For \$600 they'll put your name on it for your exclusive use; and offer free shoreboat service during wharf hours; a shuttle to parking onshore; and a dinghy dock for after-hour landings. The 1984 season runs from May 1 to September 30, after which winter storms make it unsafe to leave your boat or a buoy there.

You can also buy a mooring for \$1,500, but you still have to pay a \$500 yearly use fee. The marina has a 30-year lease right to the anchorage, so under this plan you wouldn't have to worry about moving too soon. According to Karen Nevis of the marina, all 50 locations will be in place by May 1st. Ten of the buoys will be available for transient use, costing anywhere from \$5 a half day up to \$150 for a month. There's a restaurant on the wharf, but

cont'd on next sightings page



come on, fidel

Although neither yacht had much of a shot at *Windward Passage*'s 3-day, 3-hour record in the 811-mile Miami to Jamaica Race, a Cuban patrol boat dashed all hopes. The two boats, *Brigadoon* and *Cashasha*, were detained on the evening of March 20 for passing too close to the eastern tip of Cuba while transiting the *Windward Passage* between Cuba and Haiti.

drinking & sex

Drinking and sex don't mix, and neither, it would seem, do normal fluorescent lights and many marine electronics. Such is the claim of *Commissioning*, "a rigger's and BMW's guide to the latest tricks and sailboat toys".

According to the newsletter, cheap fluorescents such as those designed for recreational vehicles often batter sensitive marine electronics. Like our loran, perhaps, which always functions well on the workbench but not on the boat.

The solution to the problem, reports the



LATITUDE 38° SHIMON

Give me a break

There were 19 Americans aboard the two boats. State Department officials said the normal routine is for the boats and their crews to be released after a few days. And they were.

The stopping of the two boats was really unfortunate. Since only four boats had entered the race, one of them had been a cinch to at least take third.

Lights & Loran

Newport-based publication, are the fluorescent lights made by the Aqua Signal company in Germany. Their eight watt fluorescent lights are the only interference-free ones of the market. They feature corrosive-free components, are solid state, and come in three finishes. NATO has been using them for years, and they may be the solution to some of the electronics problems you've been experiencing on your boat.

Your chandlery can order them from Aqua Signal on Fabyan Parkway in West Chicago.

idea — cont'd

other facilities are limited. The nearby State Beach does have showers and restrooms, though. For reservations and more information, call (408) 462-2208 or (408) 475-8750.

dos mas

At a time when there is something of a glut of berths on San Francisco Bay, two Sausalito marinas are in the permit stage.

Sam Zakesian, owner of Zack's Restaurant and other Sausalito properties, is seeking to build a 398-berth marina behind his well-known restaurant which is just to the north of Pelican Yacht Harbor. Speaking on behalf of the proposed project, Gordie Hansen reports they've been getting the okays from the BCDC and the Army Corps of Engineers. They've been less successful with the Sausalito Planning Commission, which would like the marina scaled down to 237 berths and a solution found to what they anticipate would be a parking problem.

Hansen hopes the project will get under construction by summer.

The second new Sausalito marina proposal is by Dusan Mills, known to many sailors as the owner of the beautiful old Rhode's yawl, *Xanadu*. Dusan has been seeking to redevelop the Schoonmaker Point area, not only with boat slips, but with office space and for light industrial use. However he has been meeting stiff opposition by some residents and some members of city government.

As it stands now his plans for office space and industrial use have been put on hold. As for the marina, which has been two years in the permit process, the Sausalito City Council finally approved 194 berths. It was close though; a 3-2 vote at 1:30 in the morning. As part of the approval, Sausalito gets two

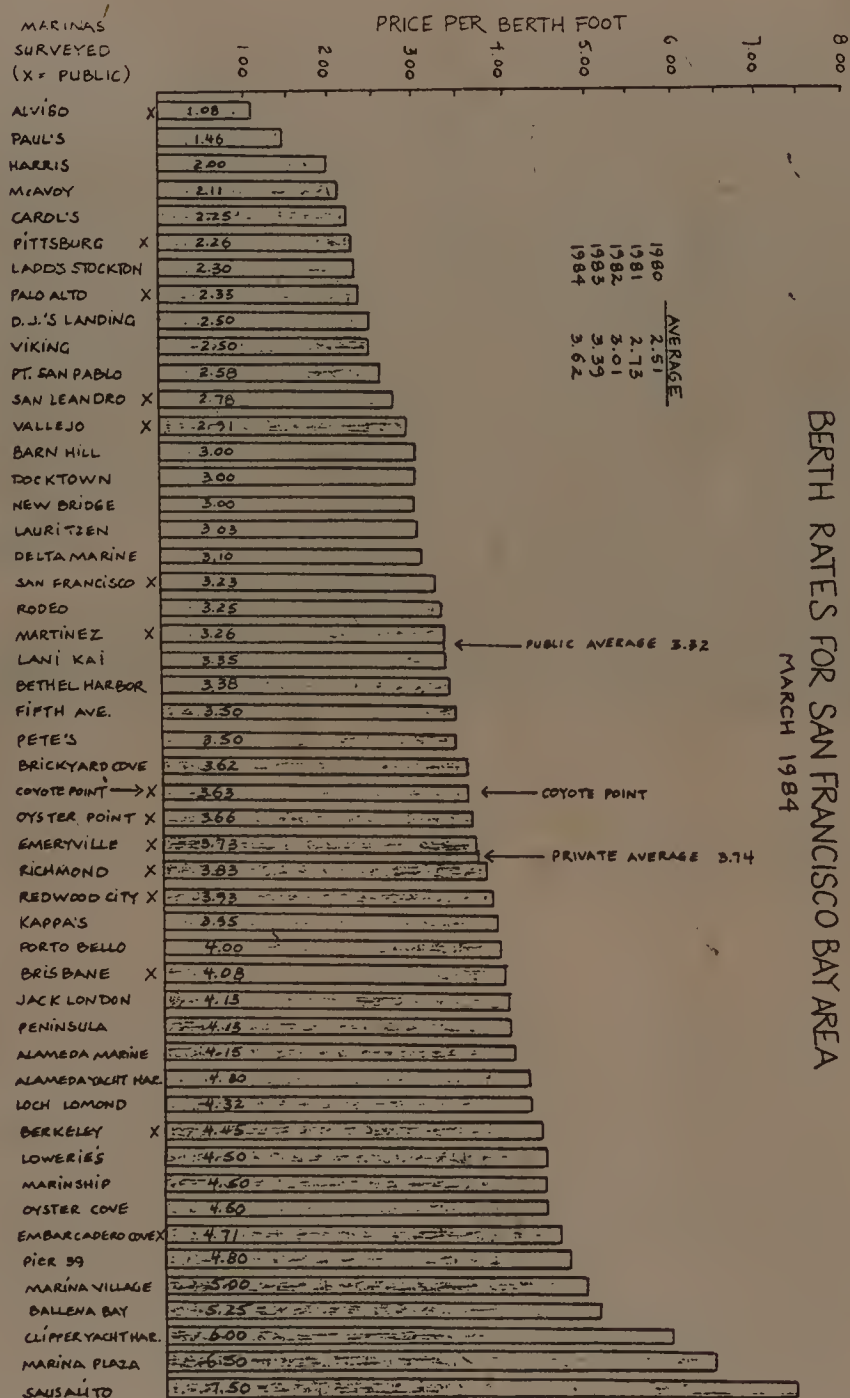
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SIGHTINGS

dos mas — cont'd

acres of open space, including 300 feet of beach.

Is there a market for so many new berths in Sausalito? Only time will tell. Like real estate, the three biggest factors in filling a marina seem to be location, location, and location. Nonetheless there have been some indications at existing Sausalito marinas that there is getting to be a shortage of boatowners willing to pay the highest average prices on the Bay. [See chart.]



so where do we stand with the bcdc

The period for comment on the BCDC's Staff Report on Houseboats and Live-aboards ended in late February. Everyone is now waiting for the BCDC Staff to respond to the public comment and perhaps revise the Report. The response and revisions should be available in either April or May, although

cont'd on next sightings page

PAUL STEAD

bcdc. where are they

sailors

The great folks at the Sacramento YC are holding a marine swap meet on Saturday, May 12. A marine swap meet means just sailing and boating items, no dumpy couches, out-dated computers, and land junk like that.

Buyers will be allowed in the marine swap



when you need them?

swap

meet at no charge; sellers must pay \$3.00. Set-up is at 0700, and food will be available.

The event will be held at the Sacramento YC, 1048 South River Road, West Sacramento. For further information, call (916) 371-5058.

bcdc — cont'd

no firm date has been set.

The revised Report is then open for public comment and presented to the 27-member BCDC Commission, which can either accept it, reject it, or accept just some parts of it. Whatever they might decide to accept becomes part of the San Francisco Bay Plan.

The consensus of opinion is that the BCDC Staff has been moved little — if at all — by the widespread condemnation of the report by individuals and groups such as the Bay Area Boaters (B.A.B.) and the 65-yacht club

cont'd on next sightings page

bcdc — cont'd

member Pacific Inter-Club Yachting Association (PICYA). Some observers feel the Staff has not been open-minded about objections to their report, and has endured the public comment process only because it is required by law. Similarly they feel the Staff demonstrates no greater understanding of the situation than before, and relies heavily on uninformed, simplistic responses to complex questions.

There is widespread belief — even among the more conservative boat-owners — that the issue here is not pollution or living aboard, but as the Mayor of Alameda termed it, a power grab on the part of the BCDC.

the commission

There is some uncertainty how the 27-member BCDC Commission will respond to the Report and the attendant uproar. In the past the Commission has virtually rubber-stamped whatever the Staff put before it. But rarely if ever has the Commission found such broad and vehement opposition to a staff report. The Report has begun to receive criticism in both the *Examiner* and *Chronicle*.

Adding to the uncertainty of the Commission's reaction is the changing make-up of its membership. BCDC Chairman John Reading resigned his post in mid-March because he was spending most of his time in Southern California. Who replaces Reading as Chairman may profoundly influence the reaction to the Report.

Three names have been tossed around for the top post: they include Tom Price of Belvedere; John Dustin of Redwood City; and Bob Tufts of San Francisco. Each would bring a substantially different perspective to the chairmanship.

Whatever the case, the efforts to battle the Staff Report are far from over. Two of the main organizations that have been opposing the BCDC Staff Report — Bay Area Boaters and the PICYA — have both indicated they have yet to mount maximum resistance. They plan to continue applying pressure, but are saving their resources for critical junctures.

If compelled, both groups have also indicated that they will seek relief in the courts. But this is perceived as the ultimate — and certainly most expensive — tactic, but one that will be taken if the Commission decides to embrace the Staff Report.

richardson bay special area plan

In a closely related but separate matter, the Steering Committee for the Richardson Bay Special Area Plan has held two public meetings in Mill Valley and has planned a third for April 18. This committee, made up of several mayors and other elected officials, is conducting hearings prior to recommending a special management plan for Richardson Bay to the city governments of Tiburon, Belvedere, Mill Valley, Sausalito, and the County of Marin. If accepted by these five local government bodies — and the BCDC — it becomes law for Richardson Bay.

The Special Area Plan addresses many issues. Live-aboards and houseboats are two big ones, as are anchoring and mooring rights. The Plan being considered would dramatically reduce boater rights in Richardson Bay. Those who liveaboard normal recreational boats — even on a part-time basis — would be required to have both sewage and gray-water disposal hooked up to sewers. Or, they may be required to have holding tanks for both. (There is, however, no assurance in the Plan that live-aboards will not be prohibited completely). Richardson Bay would be designated a "no-discharge" area.

Additionally the current anchorage in Richardson Bay would also be dramatically reduced in size and use. Under the tentative plan, the time limit for anchoring in Richardson Bay would "be determined at the time the anchorage is developed". Many such anchorages in California have 72-hour time limits.

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picya ②

Are you thinking that perhaps all the opposition to the BCDC Staff Report on Houseboats and Live-aboards is the work of a few rabble-rousers? The work of small groups of people who want only to put their immediate self-interest before the public good and the health of the environment?

If you've had a few of those thoughts, we invite you to read the summary of the *Response to the Staff Report on Houseboats and Live-aboards*, that was prepared by the Regional Affairs Committee of the Pacific Inter-Club Yachting Association (PICYA). Somewhat of a staid organization, not inclined to popping off, leaping to conclusions, or hysterics, the PICYA represents the 78-member yacht clubs in Northern California.

What follows is the summary of their very detailed 39-page analysis of the BCDC Staff's Report:

The BCDC Staff Report on Houseboats and Live-aboards is unacceptable to the recreational boaters represented by PICYA.. The definition of liveaboard is so broad that almost every recreational boater with a vessel larger than 22 feet is a liveaboard. PICYA recommends a definition which excludes vessels used for navigation or commerce and applies only to vessels moored continuously for an extended period. The prohibition of graywater discharges applied to liveaboards is discriminatory and precedent-setting. Its possible extension to other recreational vessels is a threat to all boaters.

The Report falters on the illogic of trying to

"the reference and attribution aspects of The Report are so weak that virtually no facts are established on which to base any findings."

— picya

treat both residential use and waste discharges within the same framework; one has no relationship to the other. The reference and attribution aspects of The Report are so weak that virtually no facts are established on which to base any findings.

he bcde

bcde — cont'd

The use of cooking, eating and sleeping accommodations on recreational and commercial vessels used navigationally, which The Report terms "live-aboards", is a common law and judicially mandated use of the public trust which must not be infringed. Vessels used navigationally, that is, not moored continuously for an extended period of time, cannot, by any stretch of the imagination, be considered "fill" or "residential use of the public trust", nor can the use or non-use of customary accommodations be considered a "change in use".

Discharge of graywater from recreational vessels does not represent a pollution hazard from any viewpoint including health, toxicity, or esthetics. This report analyzes the pollution potential of recreational vessel graywater discharges. A worst case analysis of the water quality change in a marina with only tide level changes for flushing shows that the change in water quality would be imperceptible. The conclusions and statement in the BCDC Report on graywater quality cannot and are not substantiated by any data. The RWQCB report on which the BCDC report relies is unacceptable because it has no data on the properties or amount of graywater discharged from vessels. Further, the data on residential graywater cited in The Report is misleading and false because of the omission of critical information about the data from the cited source. Note that PICYA intends further administrative and judicial challenge of the RWQCB report.

The Staff Report should either be withdrawn or be completely revised and limited

"discharge of graywater from recreational vessels does not represent a pollution hazard from any viewpoint including health, toxicity, or esthetics."

— picya

to the issue of residential use of the public trust by houseboats and vessels not used navigationally. The Staff Report should not be allowed to stand as is to perpetuate the inaccuracies and errors it contains.

Both meetings to date have been loud, disruptive, and very argumentative. The second one lasted until almost one in the morning. During these meetings the BCDC Staff has been sitting at the Steering Committee's side, frequently offering not only their opinions, but suggestions as to how the Steering Committee might work their way around certain legal obstacles.

For instance the Coast Guard wrote a letter to the BCDC informing them in no uncertain terms that the sewage and gray-water hook-ups are in direct violation of federal law. The same is true for an anchorage the BCDC wants to establish for transient vessels, an anchorage the Coast Guard noted had "an insufficient depth of water for this purpose". The BCDC Staff was hardly daunted by these conflicts with federal law, and quickly advised the Steering Committee how to try to work around the letter, if not spirit of the law.

For a brief period boatowners thought their objections were being listened to — at least by a few members of the Steering Committee. The biggest hope was chairman Al Aramburu, who on several occasions assured boatowners that the Richardson Bay Plan was to solve the houseboat problem, but wouldn't apply to normal recreational boats. A week later he reneged on those assurances. When asked by the *Examiner* to explain his complete turn-about, Arambura explained, "BCDC Staff have been reminding me that this is a plan for residential waterfront and that live-aboards are an essential part of it." As a result of this about-face, the majority of boatowners who have followed the proceedings feel Aramburu's word can no longer be taken seriously.

There now appears little reason for optimism that the Steering Committee won't accept the BCDC Staff's recommendations for Richardson Bay. Thus boatowners best hopes — short of the courts — is that the Coast Guard, the EPA, or one of the five governmental bodies will not go along with the Plan. A meeting of the Sausalito City Council has been called for April 3 to discuss whether the city wishes to give up local control of their huge Richardson Bay resource to five other government bodies.

Whether the proposed Special Area Plan can be stopped is hard to say, because as yet very few government officials or groups in support of the Plan have been willing to consider it any more than superficially. The Marin Chapter of the League of Women Voters is a good example. Although Renee James, President of the Chapter, steadfastly refused to be quoted, she told *Latitude 38* that the League had not heard a presentation from any of the many individuals or major groups that have opposed the Plan. She indicated that the Marin League of Women Voters did not want to see the Bay polluted and therefore always supported the BCDC.

To date blind acceptance of the BCDC Staff's work has been the rule. To a certain extent that's understandable since the battle is generally perceived as being between the "Save the Bay" BCDC and the either very wealthy or very scruffy boatowners, both of whom want to shit in the Bay and kill plants and little animals. Until that perception is changed, until those in power are willing to roll up their sleeves and really look at the issues, the BCDC Staff blitzkreig will not stop.

Yet there is a glimmer of hope at the horizon. The BCDC Staff has based all its plans, its reputation, and its integrity on the *Staff Report on Houseboats and Live-aboards*. While the Report is apparently sufficient to dazzle those in local government, it is in truth a very weak document that cannot stand scrutiny. What we at *Latitude 38* suspect will eventually happen is that the issues will be challenged in court. At such time the *Staff Report on Houseboats and Live-aboards* will finally be exposed for what it is; a reckless, incomplete, unsubstantiated and biased report that is unworthy of being the foundation of important public policy. When that foundation crumbles — and actually there's a chance the Coast Guard might pull it apart before it gets to the courts — the BCDC Staff's house of cards will come tumbling down. Then it's back to square one on these issues, with a chastened — if not entire-

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bcdc — cont'd

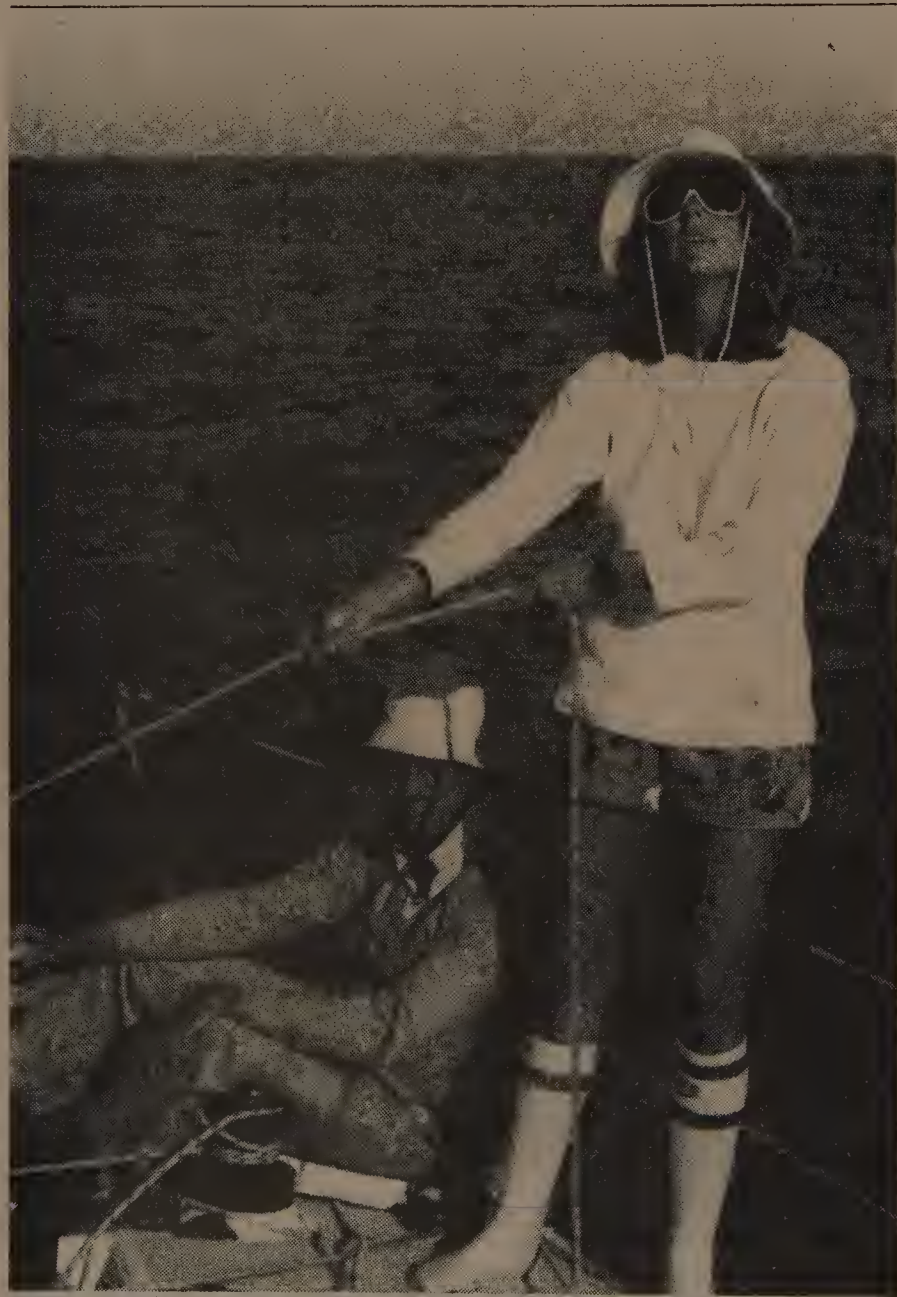
ly new Staff — and a more discerning Commission and public.

Of course it's a long hard fight to get to that point, but then all good fights are long and hard. But it's a worthy cause, because once again the battle here is not over pollution and the issue of liveaboards, it's a battle to preserve some basic freedoms and to keep the BCDC Staff from claiming boatowners as the newest subjects in their empire.

Although we'll probably never live aboard again, we plan on continuing this fight and hope you'll join us.

out-of-town offshore clinic for women

Women serious about offshore racing will have an excellent opportunity to improve their skills at the United States Yacht Racing Union's (USYRU) second annual Women's Offshore Clinic to be held at Newport Harbor YC. The five-day clinic, which will run from May 21 to May 25, includes two days of



BRUCE NELSON

Ann Gardner on the way to victory in Mexico.

instruction and three days of offshore sailing.

As is fitting, the clinic will be run by top-flight women sailors. Anne Gardner Nelson, who was the women's boardsailing champion in 1983 and who

cont'd on next sightings page

weedies

For decades recreational sailors and the United States Coast Guard have gotten along famously, both benefitting from a spirit of cooperation. Recreational boaters would pay a variety of taxes to cover the Coast Guard's bills, and in return the Coasties would try to keep boaters from killing themselves on the water.

Regretably the fabric of this relationship is being strained by the importation of illicit drugs.

In the last two months we've received correspondence from local sailors (*Loose Lips*, Volume 81; *Letters*, this issue) advising that they've been stopped by the Coast Guard and their boats apparently searched for drugs. Accustomed to virtually unlimited freedom on the seas, neither party enjoyed their visit by the men in white.

Desiring to preserve a good relationship between the Coast Guard and recreational boaters, we spoke with Commander Walt John at the Office of Intelligence and Law Enforcement to better understand what's going on and why.

Commander John says that the Coast Guard believes that the smuggling of drugs is on the increase along the West Coast. As evidence, there have been two multi-ton seizures off the West Coast in the last three months. One involved the motorsailor *Arackes*, the other a converted tug, *Fleet's Point*. And, it wasn't that long ago that the San Francisco-based *Swan 55*, *Andiamo*, was busted in San Diego for a load of pot.

The drugs being imported are primarily marijuana and cocaine; sometimes one and not the other, sometimes in combination. It is believed that most drugs are picked up in Columbia, but that the drugs may originate from any one of several South American countries. Although the recent seizures have been made off Southern California waters, the Coast Guard believes that drugs are being smuggled into ports all along the West Coast of the United States.

The Coast Guard, Commander John acknowledged, does have a drug interdiction program underway. To maintain the effectiveness of the effort not very many details of the program are released to the public. But basically the program consists of random searches of boats on all West Coast waters, both inland and offshore. Virtually all Coast Guard vessels, from the small inland launchers to the biggest ocean-going cutters, participate in the program to some degree.

Sailors should understand that the U.S. Coast Guard has the authority to board all U.S. registered vessels except in the territorial waters of foreign countries. If you pick

watch

up a load of weed in Panama and sail offshore, the Coast Guard can board you as soon as you leave Panamanian waters. This hasn't happened yet, but John suggested that it may well happen in the future. The U.S. Supreme Court has affirmed that the Coast Guard does have that right.

Not wanting to alienate the segment of the boating population that may not be against importing certain recreational drugs, the Coast Guard is somewhat sensitive of the drug interdiction program. In fact they portray it in the context of general law enforcement work, which also include documentation and registration violations, the smuggling of aliens, fishery violations, pollution problems, and boating safety violations, to name just a few. But make no mistake, the drug interdiction is a higher priority now than it was before.

It is the Coast Guard boardings that sailors have most objected to, but according to Commander John, "The only way to enforce these laws is by boarding boats." And while it has been a source of complaints, it is Coast Guard policy that their personnel are armed during boardings, and that the crew of the vessel being boarded is brought up on deck and herded into a single location. At night even greater precautions are taken to protect Coast Guard personnel. Police routinely shine lights in the face of people they stop to gain the advantage, so you might expect that the Coast Guard to do the same thing with their searchlights.

Commander John took pains to explain that the Coast Guard does not do this to harass or intimidate sailors, but just as a matter of following standard boarding procedures and upholding the laws that are on the books. He recommends that sailors who are going to be boarded be as friendly and cooperative with Coast Guard personnel as possible. Not only will it make the boarding more pleasant, but it will make it quicker, too. The length of a typical boarding depends on the size boat that is being inspected and whether the captain has the ship's papers handy, but can range from 15 minutes to an hour or longer.

We have always been a little skeptical of the drug busts on the water because it seemed the government couldn't get a conviction in even the most obvious cases. One that comes to mind happened four or five years ago. A boat crossing the Bay was stopped by the Coast Guard and found to be full of weed. Not only did everyone get off scot-free, but according to a local surveyor, the owner of the boat sued the government

cont'd on next sightings page

offshore clinic — cont'd

skipped the first two all-women's entries in the SORC in 1981 and 1982, is the director. Her assistant will be Susan Rhodes, a veteran offshore sailor with several TransPacs and St. Francis Big Boat Series to her credit.

The boats used will be Santana 30/30's, each of which will carry a crew of seven and a coach. The coaches are world class: Peter Isler, Admiral's Cup tactician; Dennis Durgan, Congressional Cup winner in 1979 and 1980; Doug Rastello, collegiate All-American and tactician on *High Roler*; and Bill and Mary Menninger, top-flight J-24 sailors.

As though that weren't sufficient expertise, guest speakers at the clinic will include Dave Ullman, three-time 470 champion and Admiral's Cup driver; Dick Deaver two-time Congressional Cup winner and driver on boats like *Condor*; Christy Steinman, reserve navigator in the 1983 America's Cup trials and many of the current top IOR boats.

The first such Women's Offshore Clinic was held last year and proved very successful. Anne Gardner Nelson says, "We are going with a similar format and adding new topics and instructors. We expect the clinic to be competitive, educational, hard work and a lot of fun." Anne is pictured here trimming the chute on *Reliance*, Dennis Conner's Kerry Geraghty's Nelson/Marek 41, enroute to first in class and second overall in the Manzanillo Race. "A classic shot," she says, "of wearing clothes I was soon to throw overboard."

Registration for this extraordinary week is \$200 plus a \$100 security deposit. It includes the housing and most meals. Participants must be members of the USYRU and will be selected by sailing experience. Since the registration deadline is April 15, we suggest you interested ladies call Hope Capua at the USYRU office at (401) 849-5200.

mr. controversy

New Orleans' boatbuilder Tom Dreyfus says almost all of his 14 trips to the spring Southern Ocean Racing Conference (SORC) have been happy times, but he's beginning to wonder if that will remain the case. Dreyfus, who is known as one of yachting's "free spirits" and a straight shooter — both



Tom Dreyfus.

figuratively and literally — has had his troubles with the Florida racing series over the past five years. Unfortunately, the trend seems to be getting worse instead of better.

Dreyfus is a builder of IOR grand prix yachts at his New Orleans Marine. The SORC is often a showcase for his labors. In 1980, for example, he built the Peterson 43 *Acadia*, owned by Burt Keenan. At the bar one day before the series began, Dreyfus got into a conversation with Dennis Conner, another SORC veteran. Conner made the claim that Dreyfus could never win the series because he always had too much fun. Dreyfus says he scuffled with DC and bet him \$100 he would win the whole thing that year. Then he went out and did it. A year and much razzing later, Conner paid off the bet.

Big problems for Dreyfus started in 1981. That was the year of the mea-

cont'd on next sightings page

controversial — cont'd

surement scandal that saw the top three finishers, Dreyfus' *Louisiana Crude* (driven by Alameda's Tom Blackaller), Seymour Sinnett's *Williwaw* (driven by Dennis Conner) and Burt Keenan's *Acadia* (driven by John Koliuss), thrown out for cheating. Actually, *Williwaw* and *Acadia* were thrown out after being remeasured and found in violation. According to Blackaller, *Crude* was never remeasured but got chucked anyway with no formal reason given.

The following year, Dreyfus, who has been known to pull out his pistol and unload a few rounds at flotsam passing by, returned with a boat called *Your Cheatin' Heart*. He also filed a multimillion dollar lawsuit against the SORC and the U.S. Yacht Racing Union. That too got the boot and in 1982 his entry bore the title *Mea Culpa* ("It's my fault" in Latin).

This past SORC, Dreyfus was ready to bury the hatchet. He showed up with *Detente*, a New Orleans Marine 41 owned by himself and Julian Richards, and driven again by Blackaller. After overcoming some new boat teething problems, they managed to sail to a victory in Class D. Just before the awards ceremony, though, the measurer who had OK'd *Detente* before the series submitted a letter saying he thought the boat should be remeasured. It seems there was a 25 pound block of lead in the bow of the boat that had not shown up on the measurement certificate. SORC commodore Peter Grimm, who Dreyfus says was very nice about the whole thing, asked Tom to leave the trophy with him until the matter could be cleared up. Dreyfus agreed, handing back the award after the ceremony. *Detente* was remeasured in Fort Lauderdale and found to be exactly the same as it had been before the SORC began.

Dreyfus was a little miffed at this proceeding, but he was even more taken aback when he submitted *Detente's* name for selection on the American Sardinia Cup team. This group of three yachts, all of whom are selected based on their performance at SORC, will represent the US at the prestigious Sardinia Cup in the Mediterranean this summer. According to Dreyfus, one of those responsible for the selection said straight out "Tommy, we don't have to talk to you." *Detente*, needless to say, didn't make the team.

"In all my years with the SORC," says Dreyfus, "I've been happy. But this time I began to feel put upon. I had five boats there this year, and all of them were called up for remeasurement. Some of the race committee members shunned me. They were really on my case!" There is even speculation, according to *Miami Herald* boating writer Eric Sharp, that the changeover of SORC from an open regatta to one by invitation only is directly aimed at the 'good ole boy' from Louisiana. If he gets too far out of line they can always just not invite him back.

The big surprise, though, for Bay Area sailors, is that Dreyfus is thinking of relocating here in Northern California. In spite of his image as a ragin' Cajun, Dreyfus is actually third generation Bay Area. His father worked for Standard Oil of California locally before transferring all over the world. His family settled in Louisiana 35 years ago, and that's where Tom set up his boatyard.

"This is no place to have this type of business," he says. So now he's looking for an order for a boat out here to justify making the move. He's put together a group called U.S. Marine Incorporated, which will construct custom yachts, including more of the IOR grand prix type. Currently he's thinking of moving to Richmond or Alameda. His presence would certainly liven up sailing on the Bay, and this isn't a backwater region to begin with! If you want to call him and talk about your next yacht, he can be reached at (504) 891-3811.

san diego bay master plan

On March 6 the Unified Port District of San Diego released its master plan for small craft moorings and anchorages in San Diego Bay. The plan is of great interest to many Northern California boaters because of the BCDC's efforts to seize control of moorings and anchorages in San Francisco Bay.

cont'd on next sightings page



weedie

for about \$20,000 for damage to the boat and to get it spiffed back up after it sat in storage for about a year. We understand the government — i.e. us taxpayers — paid off the claim!

Commander John suggests that you can't be certain with anything in the courts these days, but believes that a similar case today would be successfully prosecuted. The difference is the Supreme Court ruling in the U.S. vs. Villamonte Marquez case. Although it primarily was a Customs case, in the process the Court upheld the warrantless stopping of vessels for inspection of registration and documentation by the Coast Guard. And



- cont'd

once the Coasties have the right to board your boat for that purpose, the Courts have ruled they can merrily go on their way looking for other violations — such as having a cabin full of cocaine.

So as long as there's smuggling of weed — it's a little like coal to Newcastle in Northern California, isn't it? — sailors are going to have to live with the increasing possibility of being boarded by the Coast Guard at sea. The best thing to do is stay calm, understand that the guns and the bright lights are just part of standard procedure, and be as cooperative as possible.

master plan — cont'd

The recommendations of the Port District are radically more boater-friendly than those proposed by the BCDC. For example the San Diego Port District made no move to go beyond federal pollution standards, nor did they go any farther than to "discourage" the use of boats as primary residences.

They proposed the establishment or renovation of eight anchorage/mooring areas with the capacity to accommodate 625 boats. Many of these, some 20 to 30 percent, would be reserved for transient vessels. Depending upon the area, some adjacent shorelines would be left in their nature state, others would have dinghy landings and restrooms built.

There would be a charge for use of these areas, which would only be open to seaworthy vessels that are self-propelled, properly registered, and have the proper sanitation devices. Anchoring and mooring outside of these eight areas would not be allowed.

The plan would have to be approved by the Coast Guard and the California Coastal Commission, and thus would take at least a year to implement.

BIG DADDY



"Is it always like this out here?" someone asked during the middle of the sunshiney, breezy Big Daddy race on March 4th off Richmond. Bob Klein, co-owner of the IOR two tonner *Leading Lady* and the sailor after whom this event is unofficially named, smiled and said "Of course". For the 83 yachts that turned out for this year's Big Daddy, the weather couldn't have been better. Nor could there have been a more smashing way to open up the 1984 racing season.

The Big Daddy is actually a two-day affair. Lack of wind on the morning of March 3rd prevented the fleet, which included both IOR entries and one design ultra light displacement types, from getting off the scheduled pair of races. When the seabreeze did fill in it was a beauty, though, 12 to 18 knots from the west in bright sunshine.

The big boats, headed by such stalwarts as the 48-ft *Hawkeye*, recently acquired by Don Herndon of Morgan Hill, and Monroe Wingate's 1983 SORC winner *Scarlett*

PHOTOS BY PAUL STEAD

O'Hara, took a long course up around Angel Island and back. Winner overall for that track was Jim Robinson's Schumacher 38 *Wall Street Duck*, driven by Chris Corlett. For Robinson, this will hopefully put the *Duck* back on the winning path. After taking last spring's Danforth Series, they suffered a broken rudder in the TransPac and a disappointing Big Boat Series (due in part to sacrificing rating feet in order to make the 30.0 IOR minimum). Robinson is looking to sell the boat and start to work on a 41-ft *Duck*, also by Schumacher. "We're to the point of discussing where to put the head," says Jim of the new boat.

On the short course, the Express 27 *Boojum* took the honors. Owned by Santa Cruz's Junior Morgan but sailed during the winter months by Andre Lacour, *Boojum* won by using their heads. Andre says they noticed the committee change course flags at the five minute gun. While almost all of the rest of the fleet sailed merrily off on the long course, Andre took the proper route. "Light'n Up was following us, so they were okay too," says Andre.

Last year's inaugural running of the Big Daddy lacked in wind, but the partying on Saturday night has since taken on mythic proportions. Gary Clifford, organizer of this

year's event, wasn't about to let that reputation slide, wind or no wind. The fleet congregated at the Richmond YC docks after the race while the sounds of Dana Hubbard and the Delta Twisters blasted out from the clubhouse. Endless amounts of finger food and beer appeared, and there was even a videotape of the day's racing in the junior room. The revelry continued until, as one diehard reported, "they just kicked us out".

Sunday was the Big Daddy race, a reverse order start where the smallest went first and the big boats had to catch them by the finish. Dawn brought a strong northeasterly which many thought would die by the post-noon race time. It didn't, and the fleet was treated to a San Francisco rarity: a

warm, robust land breeze that had a few shifts and holes to keep everybody honest.

Leader for most of the 16-mile zig zag course in the North Bay was Dennis Surtees in his 33-ft X102 *Abracadabra*. Also well placed was Howard Macken in the J/29 *HotLead*. The excitement of a reverse order start, though, is to see how long it takes the bigger boats with longer waterlines to catch the smaller craft. While Surtees had what would have been an unassailable lead in class or one design racing, he couldn't hold it.

Abracadabra fell into a hole on the spinnaker run from north of the San Rafael-Richmond Bridge, allowing *Wall Street Duck* and *High Risk* to close the gap. The next leg, second to last, was a tight spinnaker reach, and the stampede was getting closer, with Scar-



Boogeying and . . .



. . . bathing suits.

BIG DADDY

left O'Hara, Chuck Winton's N/M 41 *Chimo* and *Leading Lady* coming up fast. Surtees rounded ahead with just the final beat to go but he made two costly errors. One was having too big a headsail up and the other was trying to lee bow the *Duck*. The bigger boat rolled him and Surtees had the misfortune of watching at least seven boats sail by him before he could cross the finish line.

There were other fun and games going on nearby. *Scarlett O'Hara* and *Chimo* arrived at the last mark with the former slightly ahead. In negotiating the turn there was near or actual contact and a protest resulted. It was later thrown out after a hearing. These same two yachts will meet on April 24-25 for the San Francisco Cup. This is a hotly contested match race series held annually between the St. Francis (*Scarlett*) and San

Francisco (*Chimo*) yacht clubs. "I think they were giving us a little preview," said *Chimo*'s Winton of the mark rounding.

The eventual winner of the race was Jim Mizell's Frers 40 *High Risk*. Skipper Bob Smith was quite pleased with the outcome, considering they had lost their course sheet halfway through the race. They weren't exactly sure what the last two marks of the course were. Once on the final beat, though, they took advantage of a pair of shifts. "*Scarlett* was gaining like crazy to leeward of us and then we got lifted and they lost it all back," said Smith happily. The purple-hulled *High Risk* took the gun, followed closely by *Chimo* and *Scarlett O'Hara*.

Back on the dock, the sailors were abuzz over the good weather and the excitement of the reverse order race. It's not often


RESULTS

	BOAT	TYPE	OWNER	CLUB
Div. A	1 Prime Time	S.C. 40	Bob Lund	Encinal
	2 Salty Tiger	Derector 43	Warren Yee	Cal SC
	3 Hawkeye	King 48	Don Herndon	
	4 Pegasus	Holland 46	Bob Rita	MYCO
Div. B	1 High Risk	Frers 40	Jim Mizell	StFYC
	2 Chimo	N/M 41	Chuck Winton	SFYC
	3 Wings	Ser. 43	Roger Hall	RYC
	4 Clockwork	N/M 41	Pingree/Otterson	SFYC
Div. C	1 Killer Rabbit	Olson 30	Bill Coverdale	StFYC
	2 Collage	Olson 30	Richard Splndler	CSC
	2 Quest	Olson 30	Glenn Isaacson	SFYC
	3 Suommu	Olson 30	Mike Ballard	
Div. D	1 Wall St. Duck	Schum. 38	Corlett/Robinson	StFYC
	2 Defiance	Lidgard 40	Bernd Gadow	NPYC
	2 Hot Lead	J/29	Howard Macken	Marin YC
	3 (no name)	Ross 930	John Vitale	NZ
Div. E	1 Abracadabra	X102	Dennis Surtees	StFYC
	2 Mad Dog	Wylie 34	Desenberg/Herron	RYC
	3 No Name	Sant. 30/30	Russ Williams	RYC
	4 Thunder	Wylie 34	Don Horn	RYC
Div. F	1 Boojum	Express 27	Andre Lacour	SCYC
	2 Light'n Up	Express 27	Mike Bruzzzone	RYC
	3 Airtight	Express 27	Bill Rose	SCYC
	4 Friday	Express 27	John Liebenberg	RYC
Div. G	1 Bloody Mary	S.C. 27	Frank Klitza	RYC
	2 Zot	Choate 27	Robert Hrubes	CSC
	3 Awesome	Sant. 30	Jon Livingston	RYC
	3 Fugawi	S.C. 27	John Boshe	IYC
Div. H	1 Popeye	Moore 24	Jerry Huffacker	SCC
	2 Speedwagon	Moore 24	Al Kenstler	WSC
	3 Wet Spot	Moore 24	Mike O'Callaghan	RYC
	4 Paramour	Moore 24	Rhonda Fleming	SCC

Short Course overall — 1) Boojum, 2) Zot, 3) Bloody Mary.

Long Course overall — 1) Wall Street Duck, 2) High Risk, 3) Chimo.

Big Daddy Race — 1) High Risk, 2) Chimo, 3) Scarlett O'Hara.

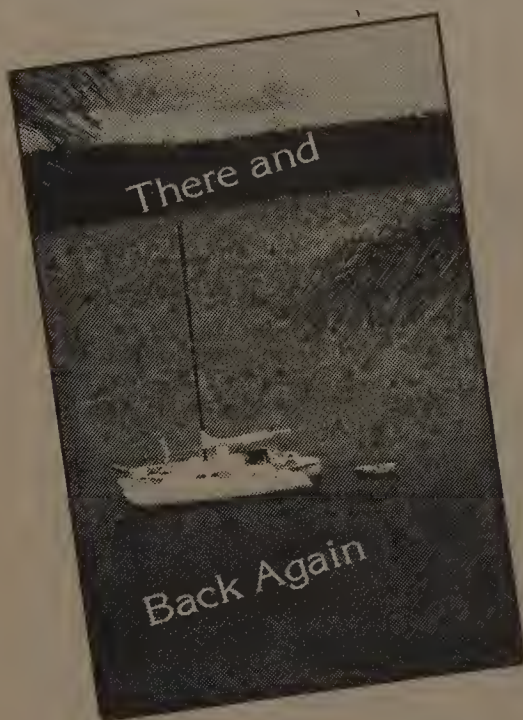


that one design and IOR sailors get to sail in an 83-boat fleet. The added pressure of having bigger, faster boats eating at your stern the whole way pumped extra adrenaline into everybody's system. Sipping the complimentary champagne and more munchies, the fleet unwound in the setting sun on the "Richmond Riviera". Is it always like that out there? Of course!

— latitude 38 — *suc*

CRUISING DREAMS SHOULD

Downward social mobility — that's what you opt for when you go cruising ("Cruising is the most expensive way to travel third class"), and most Americans aren't prepared for it. Further, the decline is most noticeable in those chores traditionally



The author's book on her 50,000-mile family voyage. Call Earendil Press, (415) 339-1352 for a retailer.

assigned to that part of the population lacking natural external plumbing. (What else is new? Freud was correct about the existence of "penis envy", incorrect only in the reasons he found for it).

What do you leave behind when you sail out under the Gate to "get away from it all"? Commuting and traffic jams, the rat race, the old grind, the rut, stiffling suburbia, overcrowded urbia — of course. But you also leave behind all the not inconsiderable comforts of the modern American home. It's back to the "good old days" — hauling water in buckets (well, Jerry cans are some improvement), doing laundry with washboard in tub, cooking on a cranky stove, taking a weekly sponge bath instead of a daily shower.

During our five-year, 52,000-mile circumnavigation we saw not one cruising sailboat as well-equipped as the tackiest of the tacky tract homes Malvina Reynolds wrote songs about. No one, for course, had a dishwasher. One had an all-electric kitchen. (Don't anchor near them if you came after "peace and quiet"; their generator goes all night). One had a washing machine. Many had no ovens of even a primitive kind, let alone a microwave. And lots of us were with-

out refrigeration.

Not for cruisers the sybaritic splendors of the modern American bath and boudoir. There wasn't a cruising sailboat out there with a head that didn't need to be "mucked with" (grimly literally) at least occasionally — except for those boats that had no head. A few boats had on-board showers, which would have been more appropriately termed "dribblers". Besides lacking water pressure, they were very small — not for the claustrophobic; it was generally impossible to bend your right elbow so you could wash your left armpit. Better to wait for a rain squall or to strike up a conversation with some vacationers and trade a daysail on your boat for time in their hotel shower.

If you go cruising you can forget grand, passionate moments grappling around a king-size bed. Even in trimarans the berths only go up to queen-size. You're more apt to get what is laughingly called a "double" berth (they never say double what), tapered so that it's great for playing footsies, short on room above. If any rockets go off, it's probably from cracking your head. But not to worry. With two hours on, two off (You are standing watches, aren't you? If not, go directly to jail; do not pass go; do not collect \$200. We don't need you out there), you just to go to bed to *sleep* anyway.

Many sailboats, of course, have lots of expensive equipment — weather fax machinery, Loran, SatNav and radio gear. But most of this is just expensive toys for bigger boys. While it may make your cruise safer and/or increase your peace of mind, it does nothing to add to your physical comforts or to alleviate the drudgery/discomfort just described.

What else is wrong with cruising? Well, it can be downright scary. Except for occasional mudslides, earthquakes, tornadoes *urbanus Americanus* don't suffer at the hands of Mother Nature. We live protected lives, insulated from the natural. We control the climates in our homes and our cars. Not so when you're cruising. You can't escape a Force 7 storm simply by going below. Your whole world is lashed and shaken, and you can't sit quietly by a fire, sipping brandy and watching the "magnificent fury" play itself out. After 37 years of hardly knowing — and certainly never caring — about barometric pressure, you begin to plan your life accord-



ing to it. A falling barometer can trigger falling spirits and rising apprehensions. I mean, we're not talking about getting a little wet on the way home from the office because we forgot an umbrella. We're talking about getting drenched, slipping and sliding and getting bruised on deck, maybe *dying* — because of the weather.

On another tack — and if you're cruising there's a lot of that — we all know there's no place like home. Presumably, one of the reasons for going cruising is to experience other cultures. But why do they have to be so different? Quaint is one thing; seeing the flies hanging on the meat in the market at Mazatlan, watching the bugs crawl out of the flour or rice you've just brought aboard, or breaking a tooth on your chili because you never thought there might be rocks in with the beans is another. Face it. Much of the world where you will be cruising — because it's cheap — is not just quaint or cheap; it's

INCLUDE NIGHTMARES



LATITUDE 38/RICHARD

Sure it's lovely, but it's not very convenient.

poor. And nice, middle-class Americans don't deal very well with poverty — their own or someone else's.

And more. When you cruise in another country, you are — *an alien*. That's right — an outsider, someone who has to have a permit to be there, who has to check in and out with government officials. It's downright depressing and sometimes demeaning. You, an upstanding American, salt of the earth, have to account to some flunky who considers himself several cuts above you by virtue of his job and his uniform. It's enough to shatter your belief that God's on our side. If He is, as our President and others are so fond of reminding us, why did He make so many foreigners? And why do you have to deal with all the nasty ones?

If you're a female out there cruising, you probably believe and undoubtedly have shown that you can hold your own. You

don't believe in dress codes and don't subscribe to the "madonna or whore" philosophy. You think that a woman's place is any place she wants to be. It can come as a shock to learn that most of the world — at least, where you'll be cruising — doesn't see it that way. If you are stridently "liberated" you will find few friends among the natives, wherever you are, and maybe even few among the cruising yachties. The sea has a conservative tradition, and it is not changing rapidly. Heaven help you if your dream is to cruise the Med. The Mediterranean male mentality is enough to drive you, shrieking, up the bulkheads.

Speaking of nasty, there are your shipmates. I'm not talking here about their disposition; I'm talking about their olfactory offenses. Most of us going cruising follow the

dictum "head south until the butter melts" and subscribe to the philosophy that "if you can't stand your night watch wearing no more than shorts and a t-shirt, it's time to sail to warmer waters". Now, it may come as a surprise to some, especially sailors from the Bay Area, but where the water is warm, so is the air. The sun shines. When the sun shines, and it's warm, people sweat. When they sweat, they smell. When they can't shower and use Secret every day, they continue to smell. When you live with them in cramped quarters — all quarters aboard all cruising sailboats are cramped — you can't avoid the smell. You can even smell yourself! This odor isn't necessarily unpleasant, and most of us eventually grow accustomed to it. But it comes as a shock to most and isn't mentioned in the accounts of the idyllic cruising life.

Larger than all the dangers, physical discomforts, or culture shocks are the people problems that plague cruisers. A boat is a small community whose members are forced to rely on one another — for psychological support as well as survival. You can't slam the door and go out for a long walk or pick up a telephone and spill your guts to your best friend when you're at sea. Your best friend may be the crew member who's making your life miserable, and there's no room — actual or psychological — on a boat to get away. Some prisons — especially these days — give you more living space and more amenities. It's this day-to-day coping in close quarters, sometimes under pressure in dangerous situations, with people you thought you knew or knew you loved that writes *finis* to all too many cruising adventures.

Even if you're singlehanded, you can't escape crew problems, for you can't leave your self at home. Away from the distractions and pressures of civilization you'll have to confront that self. Discerning that you don't like that person may be your biggest disappointment about cruising.

Did I enjoy cruising? On balance and especially in retrospect, yes. Did I like every minute of it? Hell no. There were even times when I'd *gladly* have returned to our *tract* house in *Orange County*. Would I go again? Just cast off that stern line.

So — should you go cruising? If you think you want to, yes. Will you enjoy it? You'll never know until you go. Will it be everything you dreamed? Only if you also count nightmares. Is there any book or article that will tell you "the truth" before you set out? Absolutely not — including this one.

— joanne sandstrom

EQUATORIAL CHALLENGER:

When, after 77 days of loneliness from Darwin, *Nord IV* passed the monument of Table Mountain and arrived at Cape Town, South Africa, many hands reached toward Cardinal Virtue and myself in a friendly gesture of welcome. The hands

ALL PHOTOS BY ANDREW URBANCZYK

he said to me. Although I only considered this ten Rands a loan, it was still very surprising and appreciated by me because not



Table Mountain and the harbor at Cape Town.

reached out from the Royal Cape YC, which is situated within Cape Town's large commercial harbor and before the gates of strict customs. Some of the hands reaching out to us held glasses filled with cold drinks or beer, others held letters and parcels marked "Please hold for *Nord IV*".

One of the hands belonged to bearded



many people ever offer me money.

Captain Young's gesture typified the spirit of the Cape Towners. I never met people who were so polite, charming, good-hearted, and good-looking. Nowhere either have I seen streets so clean or the sky so clear and bright. Nor, of course, had I seen Table Mountain or the large statue in the center of town commemorating the achievements of Vasco de Gama, who in 1497-98 became the first man to sail the southern cape of Africa.

Of course the first thing I did when I got to land was to telephone my wife Krystyna in Montara. As fate would have it, she was just 15 minutes from leaving home for the airport and her flight to South Africa. That gave me just 36 hours to convert my singlehander's boat to a home for two.

After my call I took a long shower and sipped on a Barcardi and Coke while reading the Royal Cape YC's regulations. They are all fair, except perhaps Number 7, which pertains to pets. It says that "cats and dogs are not allowed inside the clubhouse . . ." Well! Fortunately for Cardinal Virtue this regulation was not strictly enforced. In almost no time Cardinal met a red-haired local beauty, Sisie, and they sat together

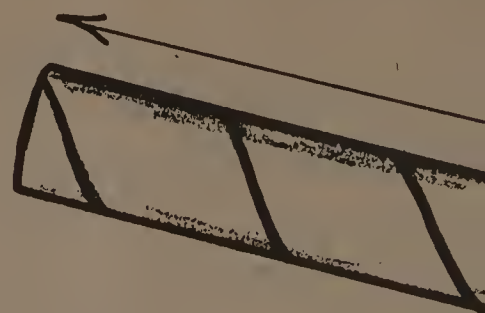
atop the piano next to the bar.

Cape Town's Royal Cape YC is very unique. Absolutely free of charge it offers a gorgeous view of magnificent Table Mountain that dominates all the masts of the many boats in the harbor. Also free of charge the club offers strong gusts of wind, some up to 50 knots, which roar down the mountain.

The club's docks are new and squeak not only at odd times and at night, but whenever the security guard makes his rounds. For five Rands a day, less than 50 cents, the club offers hot showers and clean toilets. It also has two restaurants, and two bars — one for "men only". It's a very cosmopolitan place, in which you'll find very sexy girls from all over the world and men from all latitudes of the planet. A telephone call, .10 Rands for a local, puts you in contact with shipping facilities, shipchandlers, and lots of other helpful people.

Despite arriving in Cape Town with a huge "sleeping debt", I was only able to rest for two hours the first night (do not, please, ask what I did). The following night I could get even less, and spent most of the time cleaning the boat. But at least when I picked Krystyna up at the airport — I was only seven minutes late, but so was the airplane — everything in the boat, Cardinal Virtue, and I looked as handsome as possible.

A small shuttle bus took the two of us into the main part of Cape Town. Once again I



Andrew's 'Head Splitter'; patent pending. Don't use color paper from 'Playboy', 'Screw', etc. to wrap the steel bar.

was so amazed at how clean they keep the streets that I just had to ask how they do it. The local people were humble. "Andy," they said, "we do virtually nothing. The strong blows that come down from Table Mountain sweep all the papers, bottles, cans and other litter like a whisk broom clears

"They don't allow cats in where!!"

Dick Young, captain of the research vessel *Thomas D. Davie*. He passed me ten Rands. Since one Rand equals about nine cents U.S., it was about 90 cents. "You might need some money before the banks open,"

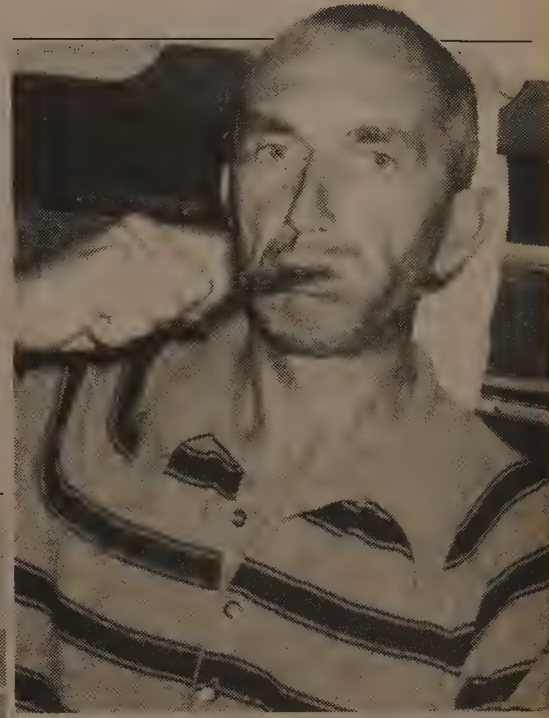
STAYING ALIVE IN CAPE TOWN

crumbs from a table.”

The architecture of Cape Town is quite modern and very attractive. The shops are elegant although the prices of goods are generally lower than in America. You can find American hamburgers, Chinese dishes, and drive — what else — Japanese cars. The people, both male and female, are very handsome! It's noteworthy that South Africans drive on the left side of the road, although unlike the Australians, they do not

was also a black woman who later gave me instructions in the laundromat on how to operate their machines: “Sir, there are seven cycles: soak, first wash, rinse, soak, second wash, rinse and spin. Therefore you must add the soap two times, sir. First time . . .” The machines were made by Westinghouse or some company like that.

And there was a young black couple who sat with their two lovely kids — just small sparks — next to our table in a fashionable



insist that it is the “right” side.

Having read all about all the oppression of blacks in the Republic of South Africa, I must admit I was somewhat surprised when a pretty local black woman placed her fragrant body on the bus seat next to mine. It

This stretch of coast has claimed many ships, but (inset) it's not going to get my teeth.

restaurant. On another occasion our olive-skinned waiter said “pleassssure”, when after Krystyna and I had eaten a delicious meal we asked if we could pay later because we had miscalculated the contents of our wallets.

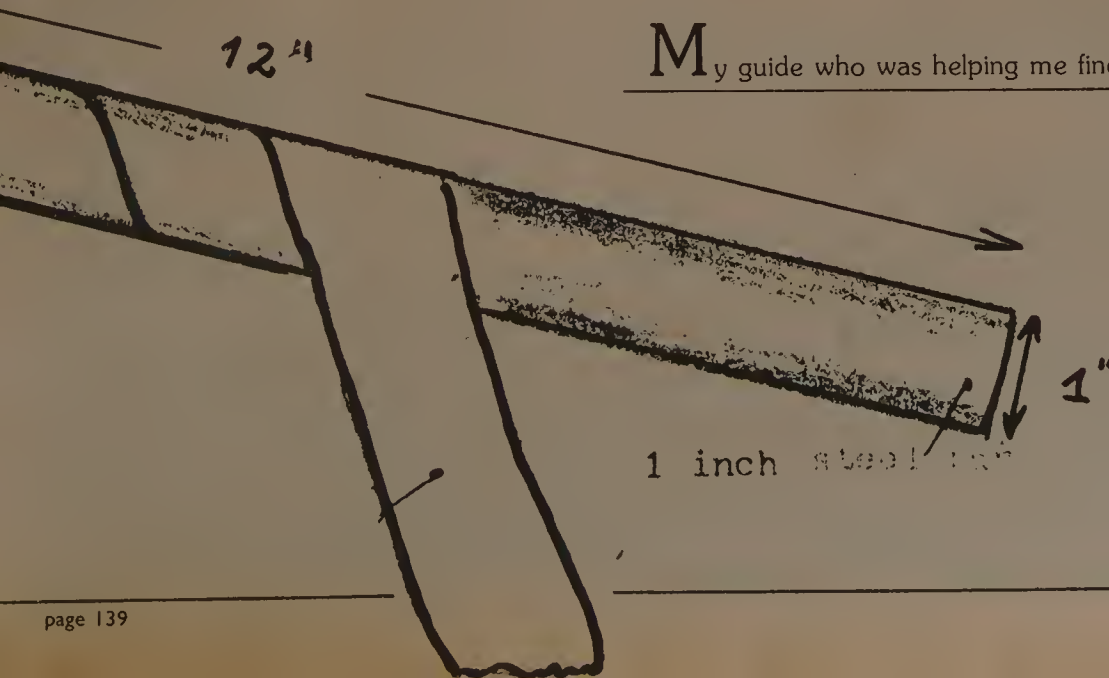
My guide who was helping me find a

source of methanol for my alcohol stove — what an infernal idea, the alcohol stove — said, “We do not know why the whole world paints us as beasts or Nazis.” When we finally found the methanol company almost all the office workers were blacks . . . and computerized.

Please reader do not think that I am telling you some “sweet story”. I have not seen all of South Africa or understand all its racial problems, but what I do write is true. And so yes, I must also tell you it was a poor black who was digging in the yacht club's trash cans each day searching for valuables, and a black who tried to pull my wallet in faked congestion in front of a supermarket. And yes, there are blacks in the Republic of South Africa who are asking for jobs.

Is Cape Town unsafe? Yes it is, and sailors planning to come here should consider this if they do not want to lose their wallets — as did several members of the international sailing community.

For my own protection, I built — in just a few seconds — a “brain breaker”. It consists of a one-inch diameter steel bar, one foot long, rolled in a magazine to disguise it. How



STAYING ALIVE IN CAPE TOWN

does it work? I'm pleased to say that I do not know because I haven't had the opportunity to use it.

If sailors coming to South Africa after me desire to build a similar tool, I must tell you not to wrap the bar in a 'porno' magazine. Pornographic things are very strictly and absolutely forbidden by law in the Republic of South Africa. When I arrived in Cape Town the custom officer was not interested at all in my automatic rifle or my cat Cardinal Virtue, but he grimly inquired if I carried any pornography aboard. "No sir," I barked back to him in military style, "but if you need it badly I can ask friends to airmail you a supply from California." With the lack of humor that is common to people in uniform throughout the world, he responded, "The post office confiscates pornography, as we do here."

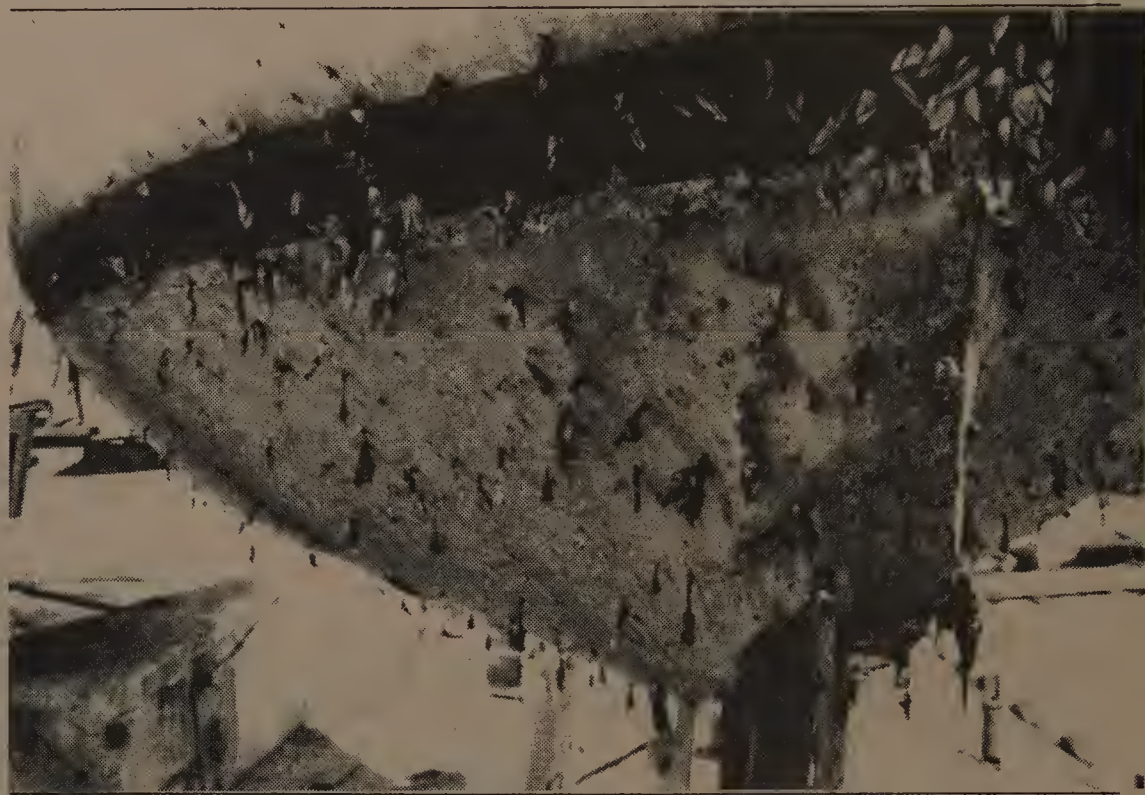
From time to time I walked in the darkness of Cape Town's huge harbor, which contained ships from all over the world. There were many fishing trawlers from the East Zone. (Their crews gladly offered borsch and piroshki, real delicacies). During these journeys I always carried my 25mm signal pistol, loaded and ready to use. Of course such behavior is absolutely illegal, but friends is it not better to lay in jail than a cemetery or the bottom of the harbor?

For visitors to Cape Town the cable car ride to the top of Table Mountain is a "must" attraction. For this reason Krystyna and I were only a little bit ashamed to put ourselves at the end of a long, long line. You see we were both mountain climbers, and for mountain climbers to use a cable car to get up a mountain is like a sailor being towed to port by a powerboat. After two hours of waiting we had moved forward in line just a little. It's surprising but I guess I had not learned patience on my trip; "The hell with this service," I shouted. "They need some Americans here!" "Here we are," responded a mature lady, "we came here from Sausalito."

Eventually we did make it to the top. The

"The hell with this service, they need Americans here!"

view from Table Mountain was superb. We could see the ocean and Robbene Island, which is Cape Town's Alcatraz. There were other peaks that could be seen, and even the hospital where Dr. Barnard made his famous



After 'Nord IV' was hauled I didn't have to buy dinner for a week.

heart operation. On the top of the mountain is a souvenir store which offers a broad selection of junk, a good restaurant, and a kiosk where any jerk can buy a "certificate" stating that he or she conquered the mountain.

Another popular outing for visitors to Cape Town — especially us sailors — is the wine tour. For 30 Rands the bus will take you out of town to visit several wineries and historical places. Our bus was air-conditioned and ran smoothly, our guide sounded like a tape recorder. The tour lasted a day, and included lunch and endless free glasses of wine to help with our digestion.

Other tourists think it's important to take a trip to the Cape of Good Hope. Why people go there (certificates are available) I do not understand. Maybe because Good Hope is a better sounding name or because it's closer than Cape Agulhas, which is the southernmost cape of the African continent.

Talking about alcohol — and friends let me say although I mention it often I drink little and only carry one bottle of champagne and one bottle of cognac aboard *Nord IV* — the customs people are as sensitive about it being imported as they are pornography. But it seems perfectly illogical to me since the prices are so low. For example my favorite drink, Cinzano Bianco, is just three Rands. At the Half Moon Bay Alpha Beta it is \$6! And cocktails at the yacht club are a real bargain. Who can figure it out?

A real bonanza for sailors is Konrad

Ericson, a South Africa member of the Slocum Society. This noble gentleman graciously helps sailors enjoy Cape Town. He will collect your mail, and in our case invited us for Christmas dinner in his lovely home. His home was really a museum, filled with burgees, medals, photographs, pictures and other mementos of sailors from throughout the world who have passed through. But one thing, please don't impose on Konrad by asking him for employment — you can "moonlight" on your own — or for a discount to moor at the yacht club.

For those arriving in Cape Town with battered sails, I have good news. North Sails, which supplied the sails on *Nord IV*, has a branch here with an efficient and friendly staff. Their prices are right and they work really fast. I wish I could have said the same for the loft, not North, that had done work for me back in Darwin.

When it's about time to leave Cape Town for destinations like St. Helena, Europe, or Panama, don't just take off with the first strong southerly wind. Instead follow the course outlined on the information board at the yacht club: first to immigration, then customs, then the harbor authorities. Go quietly and happily I always say.

If the pickpockets haven't got all the Rands in your pocket when it's time to provision, I suggest "Pick and Pay" in the Gardens Center. They give you free delivery, and unlike the other shops will not tax you on the food you buy.

Then take one last drink at the bar, one last look at triumphant Table Mountain, and set your course.

— andrew urbanczyk



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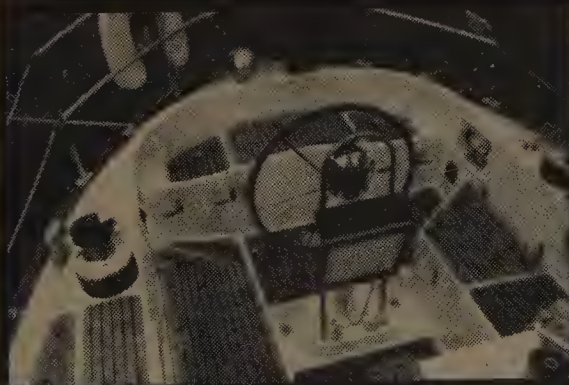
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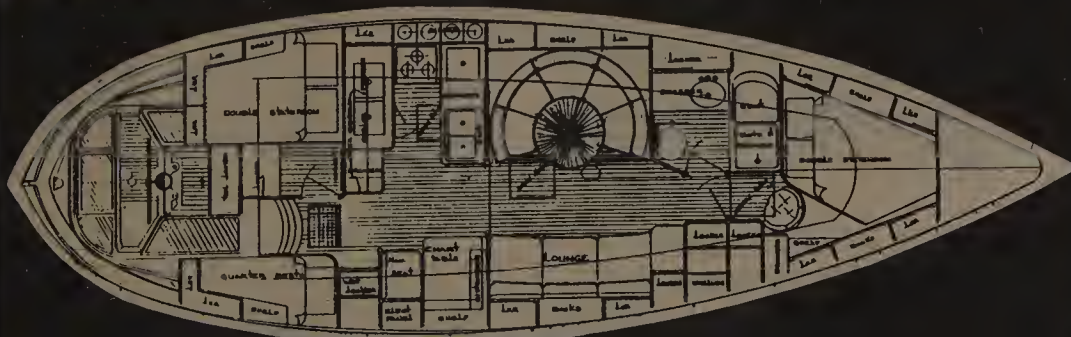
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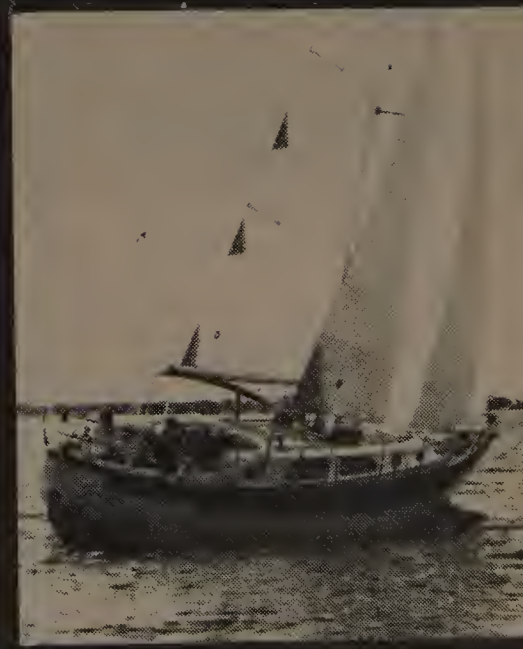


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SAN FRANCISCO CUP

After three years of defeat, the San Francisco Yacht Club of Belvedere finally beat their cross Bay rivals for the San Francisco Cup on March 24-25. The St. Francis YC, led by ace skipper John Bertrand, had beaten the Marin County sailors in the previous three meetings. This year, though, Chuck Winton's Nelson/Marek 41 *Chimo* took the best of five series against Monroe Wingate's Serendipity 43 *Scarlett O'Hara*.

The racing was close and, remarkably,

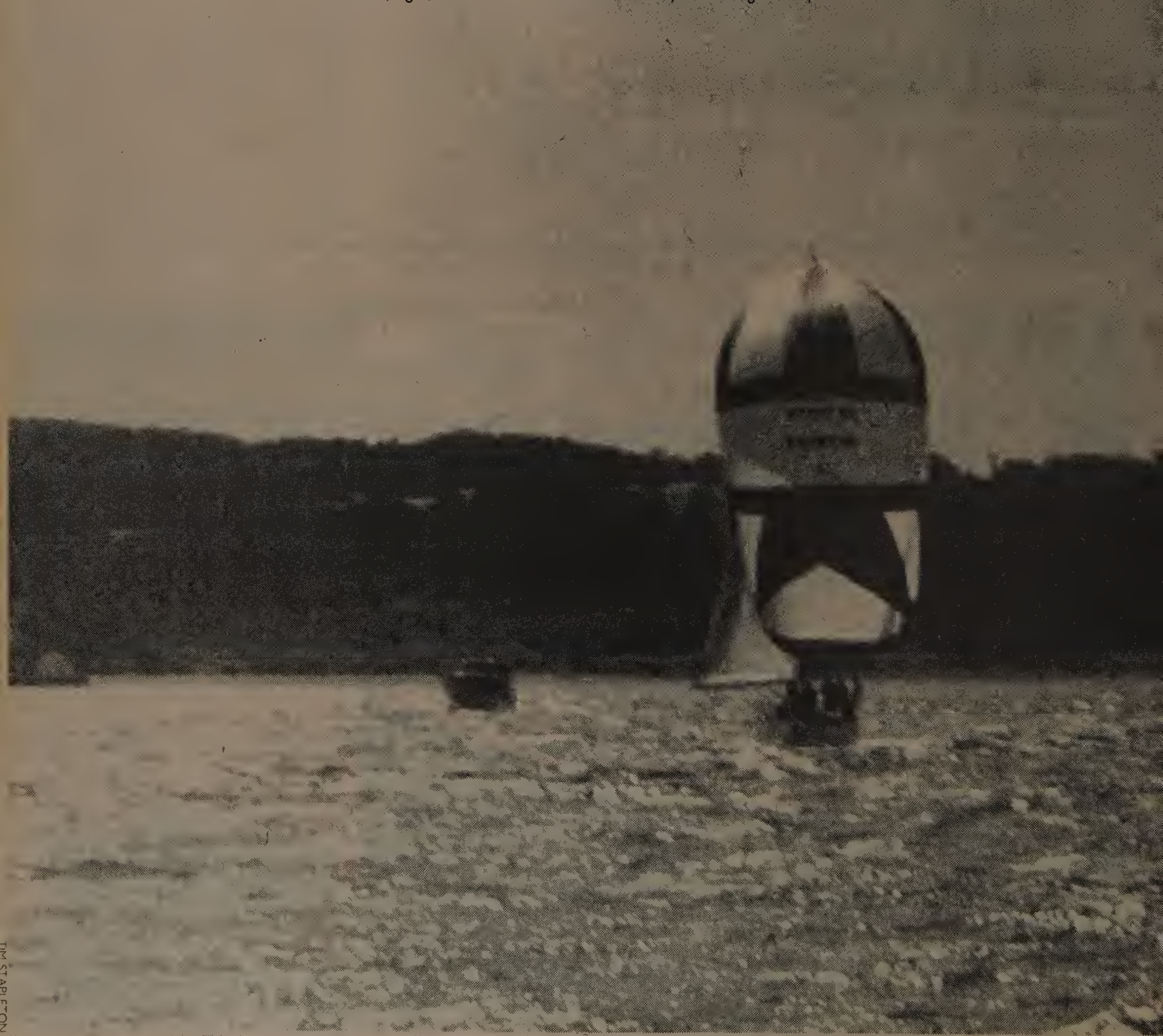
protest-free! Most hotly contested match race series, as the San Francisco Cup has been for the past 18 years, have one or more incidents of rule violation. Not this year though.

Chimo, driven by Steve Taft, aced *Scarlett* at the first start and led boat for boat all the way around the course. When the wind came up for the second heat, the longer *Scarlett* regained her form and driver

Chris Corlett steered to victory. The third and final heat on Saturday was nip and tuck, with *Scarlett* slipping past when *Chimo* had to avoid a ship and another boat.

On Sunday, Taft again won the first start convincingly and sat on his rival for the windward-leeward, twice around course. That made the tally two apiece and fittingly the finale was breathtakingly close. *Scarlett* pulled out ahead but couldn't save her time on the smaller boat, losing on corrected time by just three seconds!

'Chimo', right, leads 'Scarlett O'Hara' on her way to winning the Cup.





MEXICO WANTS YOU

A surprising number of Americans — many of them in their 40's and 50's — are afraid of Mexico. They matured in a time when wild tales of bandidos robbing Americans on land and sea — some of them true — were as common as cactus on the



There are calms and strong northerlies around Escondido, but ideal sailing like this, too.

desert. In their mind's eye Mexico — often synonymous with the spectacularly immoral Tijuana of old — was dirty, unsafe, and its citizens still surly over the loss of Texas and California.

Remnants of these negative attitudes — most of which were formulated before former President Portillo declared tourists a valuable resource — still abound today. First-timers are usually tense in Mexico, and cruisers about to sail there often debate whether or not it's necessary to carry weapons onboard.

Correcting the outdated and incorrect impressions of Mexico is just one of the responsibilities of Manuel Giorgana; coordinating the development of vacation facilities to attract American and Canadian visitors is another. Along with Patricia Miller of the *San Diego Log*, *Latitude 38* had the pleasure of meeting with Giorgana and two associates during a recent visit to Loreto Baja Sur. During that meeting they unveiled big plans that are of interest to all cruisers who would like to sail to or in Mexico, as well as those who

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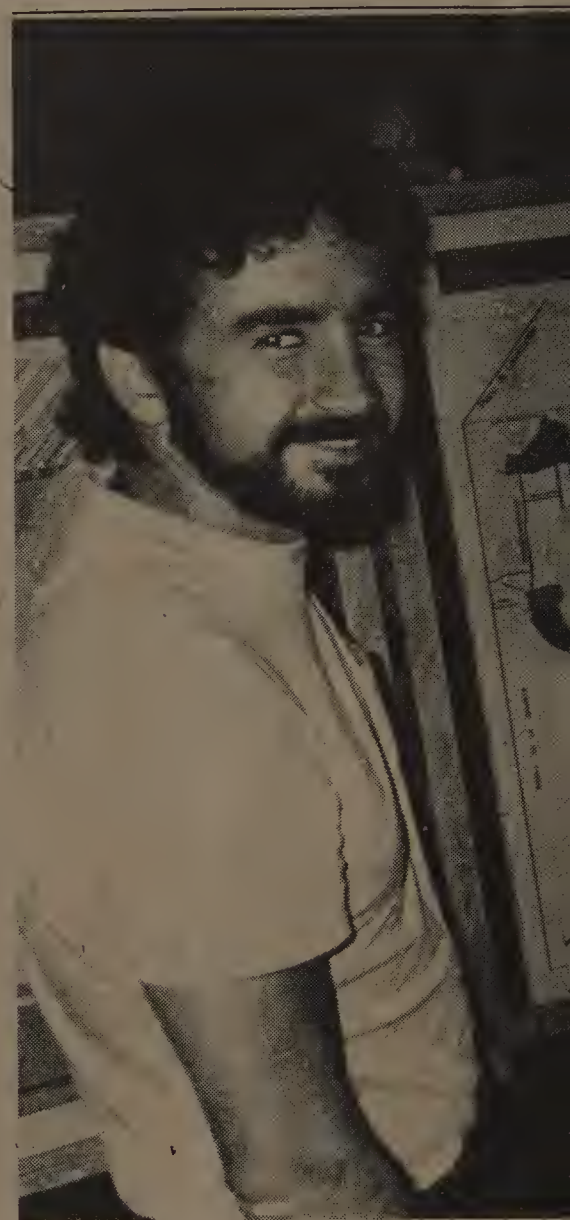
would like to leave their boats there permanently.

A recent arrival from overcrowded Mexico City, Giorgana is employed by *Fonatur* — *Fondo Nacional de Fomento al Turismo* — the national fund for the development of tourism. In excellent English he explained that the agency, which is part of the Department of Tourism, was created in the late 60's to stimulate tourism. It was to accomplish this by facilitating low cost loans to individuals and corporations that wanted to develop or renovate trailer parks, hotels, and other tourist facilities.

The desire to stimulate tourism was understandable. Mexico had — and continues to have — an exploding population in need of jobs, and an economy in dire need of expansion. Fortunately it is a country blessed with fabulous beaches, a splendid tropical climate — and most propitious, a fabulously wealthy neighbor to the north with a population eager to enjoy such delights.

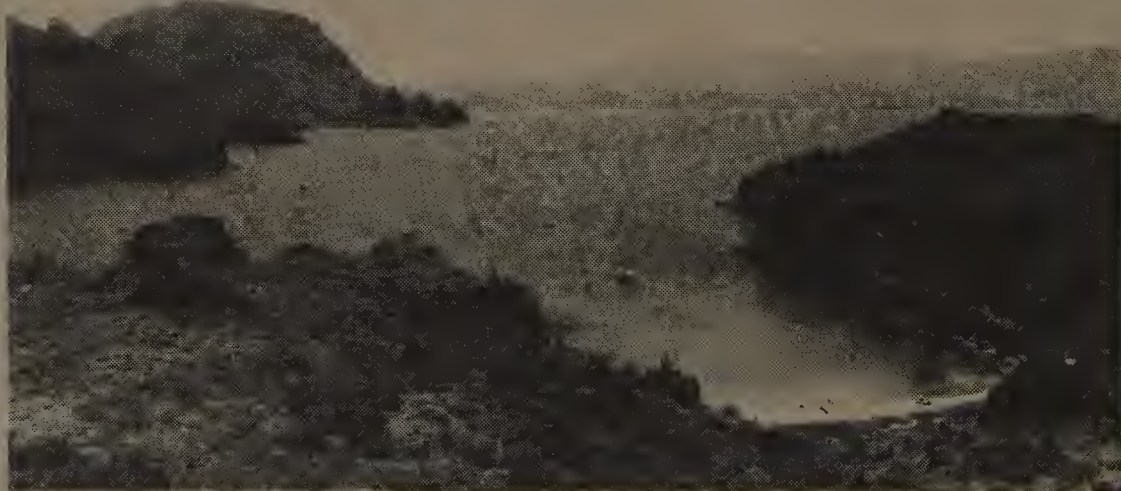
Fonatur soon discovered that providing low cost loans and helping investors obtain credit simply wasn't enough. They determined they need to start big projects from scratch, and do them first class. Once the tourists had started flocking in they could let individuals and corporations complete the development of a region. With one project off and running, *Fonatur* could turn its efforts to another.

Giorgana explained that the agency's first big "from scratch" project was Cancun on the Gulf of Mexico. Started in 1971, it already has over 6,000 hotel rooms. It is considered a huge success. The second project



cruising stop of Zihuantanejo. With 5,000 hotel rooms and strong occupancy, Ixtapa is also considered a big success.

Fonatur's two current projects involve waterfront that is close to the hearts, minds



was Ixtapa, located on the Pacific coast halfway between Manzanillo and Acapulco and just five miles from the beautiful and popular

This superb island anchorage is just 3 miles from Puerto Escondido.



Armando (left) is publicity director, Manuel (right) is the Loreto Project Director.

and future of west coast cruising sailors: Los Cabos (the new name for the area between Cabo San Lucas and San Jose del Cabo) on the tip of Baja, California; and the historic Loreto region, located some 250 miles up in the Sea of Cortez on the east coast of Baja.

Cabo San Lucas is perhaps the most popular cruising port in all of Mexico, partly because it's the first main stop in Mexico, partly because it's a major cruising crossroads of the world, and partly because it's just a lovely little place to set your hook. So lovely, in fact, that many cruisers find it difficult to leave.

For years there have been rumors that a marina was going to be built in Cabo San Lucas, and much to the surprise of many, construction was begun a few years back. Substantial progress has been made in dredging, putting in seawalls, and developing the surrounding area; but as yet no berths are in. In many ways it's been a typical Mexican government production; two steps

forward, one step back. However there is reason to believe progress will be stepped up. On December 1, 1983, *Fonatur* took over the marina project. Its ultimate completion, according to Giorgana, is "a major priority of *Fonatur*". Because of its success with past projects and the importance of tourist dollars, *Fonatur* is a government agency that carries some clout.

Although Giorgana has nothing to do directly with the Los Cabos project, he explains that it's not going to be a ramshackle operation. *Fonatur* wants to attract the tourists with the most money, and realizes that such people have high standards that frequently haven't been met in Mexico. As such *Fonatur* has been seeking international expertise in finishing this area. One group being considered to develop the marina at Cabo San Lucas is the same one that handled the massive Huntington Harbor project in Southern California.

While Manuel follows the progress of the Los Cabos development, he is most fa-

miliar with *Fontaur's* Loreto undertaking — for he is the project coordinator. Long acknowledged as among the very best sport-fishing spots in the world, Loreto is also well known to sailors as the provisioning spot for the central Baja cruising grounds. Although an open roadstead itself, Loreto is surrounded by deserted islands with beautiful anchorages. Just 15 miles south is the superb natural harbor of Puerto Escondido which will play a major role in *Fonatur's* development plans for the region.

Phase One for the Loreto area project is both ambitious and funded. To be completed by 1988, it consists of three geographically separate developments.

The first is that of Loreto itself. Unknown to many Americans, Loreto dates back to 1697 and is the oldest permanent settlement in the Californias. Long the capital of Baja, it was the base for all exploration and colonization of California. It was from here, for instance, that Junipero Serra set out to found the chain of missions in Alta California.

Despite its rich history, Loreto has remained a sleepy town with few amenities — and even fewer paved roads. Phase One is changing that right now. The dirt roads are



Pat Miller enjoys a big lobster brochette dinner with drinks at a Loreto waterfront restaurant for about \$10.

being dug up for sewers and water hook-ups, and electricity will be provided to all homes. A school for tourism has been founded and a baseball field — of great importance to the locals — is being built. In ad-

MEXICO WANTS YOU

dition a large, modern tract has been set aside for single family dwellings. These are expected to be filled by mainlanders who will immigrate to Loreto for jobs and to invest in the area's development.

Also part of Phase One is the develop-



Loreto's streets are being dug up right now for sewers and sidewalks.

ment of Nopolo, some five miles to the south and site of an El Presidente Hotel. Fonatur's plans call for 200 hotel rooms and 400 condos to be erected each year. Next year the first nine holes of the golf course will be opened and perhaps — although this is still uncertain, a marina will be built. Already completed a short distance away among the scrub is a convention center.

But of most importance to sailors is the Phase One development of Puerto Escondido, a fabulous natural harbor one mile by 1/4 mile some 15 miles south of Loreto. Positioned in the shadow of the spectacular Sierra Gigantica, it is the gateway to several hundred miles of Baja's best cruising.

Just four year ago Escondido had nothing but a transitory cruising fleet of 40 boats and Don Polo's little store. Since that time changes have been made. Don Polo's little shack has been torn down (he's alive and well in Loreto and says "ola" to all his cruising friends), and a poorly constructed marina was put in. The marina still stands,

but just barely [see Changes in Latitudes]. A new restaurant opened two months ago near the site of Don Polo's. The biggest new presence is that of a large trailer park just one-quarter mile away. It's packed to the gills with United States and Canadian motorhomes, and the overflow often fills the parking lot at Puerto Escondido.

But all these changes are small in comparison to what Fonatur has in mind for Phase One. They are hoping to give a Frenchman by the name of Mr. Spoerry almost a free hand in conceiving a master plan for the area. Mr. Spoerry has a good reputation for his work on Port Grimaud in the South of France; he's currently working on a similar project at Lake Charles in Louisiana, and will probably be in charge of the restoration and anniversary celebration of the Statue of Liberty. Fonatur recognizes the importance of a first-class development, and thus has been looking to international experts for help.

Although the plans — as well as the hiring of Mr. Spoerry — have yet to be finalized, it certainly will be a boat-oriented development

at Puerto Escondido. Giorgana says there almost surely will be good permanent docks sold in conjunction with condominiums near the water. Eighty percent of the berths and condos are slated to be sold to Canadians and Americans, who can purchase them under Mexico's 30-year trust program. Initial conversations with Mr. Spoerry indicate that he might favor a shop-lined wharf with boats tied stern-to.

Although it is even less firm, Club Med has had negotiations with Fonatur over using the northern end of Puerto Escondido for one of its resorts.

A lot of old Mexico cruising hands are bound to be upset by all the proposed changes. Giorgana himself realizes there will be those who object to it — in fact he was very candid in admitting that there has been "tremendous opposition" to the entire project on the part of residents of Loreto, who

The light and little jetty at Loreto. It's early March, 8 a.m., and 75 degrees. Isla Coronado, with fine anchorages, is in the center.



— AND YOUR BOAT!



had no say in the selection of their area for major development.

But he feels Mexico has no choice. They need the dollars, they need the jobs, and they will have to utilize some of their natural resources to get them. Giorgana emphasized

Lovely and isolated San Juanico is about 60-miles north of Loreto, and 80-miles south of Concepcion Bay.

that Puerto Escondido is small and environmentally fragile; thus the development there will be correspondingly small.

Fully understanding that the success of these developments will eventually hinge on the appeal to and investment of American sailors and fishermen, Giorgana and his staff were very solicitous of what can be done to make Mexico more appealing to boatowners. We suggested that a few press releases, perhaps a photo of a port captain welcoming yachties, would cost very little and go a long way.

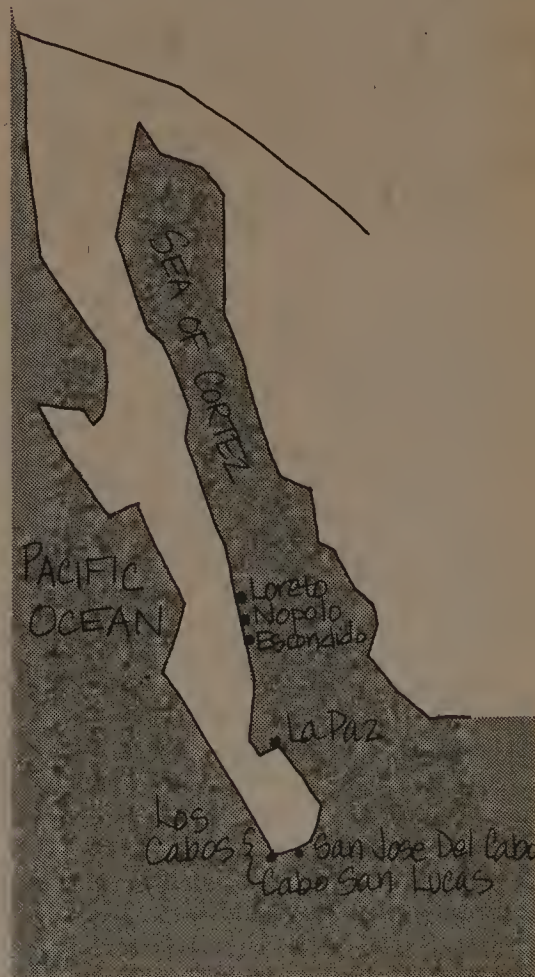
But *Fonatur* was way ahead of us. They are cognizant that Mexico's marine laws and regulations were put on the books to deal with merchant marine activities, and thus don't apply well to pleasure craft. They are seeking to change much of that, to eliminate as much red tape as possible. Specifically, they'd like it so United States boats would have to check into one port in Mexico and that's it — no more pilgrimages to the port captain and immigration each time you leave one region and enter another. They also want to repeal the much circumvented law that says foreign boats must leave Mexico every six months. There is no question that *Fonatur* wants United States and Canadian boats in Mexico on a permanent basis. They would also like to seek big changes in the regulations regarding the chartering of vessels; they want it easier for charters and charterers.

The legislative body in Mexico meets and passes laws between September and Decem-

ber. *Fonatur* has high hopes that there might be some big changes by next fall.

To make more Americans aware of the attractions of Loreto, *Fonatur* had the big U.S. ad agency of Dancer, Fitzgerald & Sample create a five-minute film of the area for travel agents and a one-minute commercial that's been running on Los Angeles television. It's slick work that shows the entire Loreto area in its best light. There are young women in bikinis splashing in clear blue water and boardsailing; men snorkeling and pulling big fish from the water; handsome couples being served big platters of food in an attractive restaurant; and, an aerial shot of the ketch *Te Amo* sailing Baja waters. The voice track features some Madison Avenue lines: "Where legend has it the mountains swim". Or, "After three days in Loreto you grow fins".

We don't know if any of that is true, but we do know that Giorgana and *Fonatur* are doing everything they can to make the



Loreto area as amenable as possible to United States sailors. The nice thing about it is that it's good for everyone; west coast sailors and Mexican citizens.

— latitude 38



"First let's consider whether this protest is properly filed," announced the committee chair as he shuffled through the forms on the table in front of him. "It says that the flag was flown within two minutes of the incident. Could you describe exactly what you did to inform the other boat that you were protesting at the time the incident occurred?"

Once again I had been coerced into serving on a protest committee. This is always a big mistake. There are two intelligent, honest people sitting in front of you, and you have to make one of them either an idiot or a liar when you find that either their facts or interpretations of the rules are all screwed up. I can't think of a faster way to lose friends.

"Well, we knew we had room at the mark, because clearly we had been overlapped for at least several minutes. On a converging course, you know, it's almost impossible for either boat to be clear astern . . ."

"Hold it!" we interrupted. "Right now all we want to know is what you said to the other boat between the time of the incident and the time the flag went up."

"Okay. First I yelled 'Room', then 'Room at the mark!' Then my whole crew kept yelling 'Room at the mark!' We were forced on the wrong side, so we put the flag up right away."

"How long was 'right away'?" I asked.

"We had to tack and jibe to get back around the mark. Then when we were close-hauled, one of my crew went down to the chart table and got the flag. As I said on the form, it was up in about two minutes."

"Did you ever hail that you were going to protest?" asked the committee chair.

I didn't follow the point of this line of questioning at all. It seemed to me that as long as the flag went up at the first reasonable opportunity, which it certainly had, then the notification requirements had been met.

"He knew we wanted room at the mark, and he saw our flag later in the race. Surely he understood our intent to protest!"

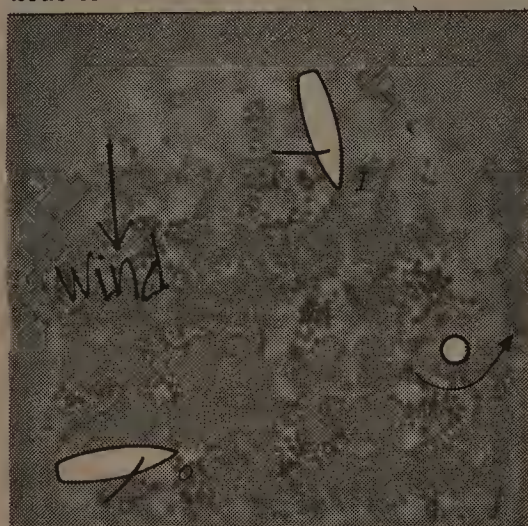
And then, directed at the other skipper: "Did you know he was going to protest?"

"Not at all. He was coming into the mark at right angles to my course, and I didn't think he was entitled to room. I'm still not sure. But I do know that if he had made it clear right then that he was going to file a protest, I would have done a 720 to cover myself."

"Was there anything in the hails that indicated to you that he might protest?"

"The only words I heard were the hails for room, and then 'You can't do that!' as he passed on the wrong side the mark."

The committee chair asked if either side wanted to call witnesses to speak only to the issue of what hails had been made. Then he



Inside yacht is entitled to room at the mark, even though the headings differ by 90 degrees.

dismissed both parties, and we had a few minutes to deliberate on this preliminary fine point, which is what it seemed to be at the time.

"Well, I hate to do this, because it sure sounds like the outside boat deserves to be DSQ'd. But I think we have to find that this one is not properly filed," said the chairperson.

"Wait a minute!" I said. "They met all the requirements for filing a protest under Rule 68". (I had just read through the Rule to be sure).

"Not when the 720 degree alternative penalty applies, which is the case here. Look at Appendix Three, Rule 1.1."

We flipped through our books to Appendix Three, and read "When a yacht infringed against intends to protest, she shall . . . hail the infringing yacht immediately."

"So," explained the committee chair, "the 720 rule puts an additional notification requirement into effect. You have to hail your intent to protest, and most committees seem to agree that a hail of intent to protest should at least include the word 'protest'."

"That seems awfully strict for big-boat rac-

ing, where hails can be hard to hear."

"That may be. But remember it says 'immediately', not first reasonable opportunity or anything like that. The hail should usually be made when the boats are still very close. Also remember that the 720 degree turn penalty was first developed in the early 70's for intercollegiate racing, where they don't even use flags. The hail of 'protest' was the primary means of signaling intent to protest anyway."

"Don't you think it's a mistake to use the 720 Rule for boats of this size?" asked the third committee member.

"Not at all! I think it works great for any size boat, and any length race. That's because the 720 is a tactical penalty, and as conditions vary, the severity of this tactical penalty seems to vary roughly in proportion to the tactical advantage to be gained by taking a chance with a right-of-way rules situation. But I would like to see the notification requirements eased up a little. Anyway, our job is to apply the Rules as they're written, not as we might like them to be written."

"They won't like it," I warned.

"I know, but I find that in the long run I get into a lot less trouble by going strictly by the book. Let's get 'em back in here."

Predictably, the skipper of the inside yacht was astonished and upset. We explained our reasoning, showed him the applicable rule, and offered to talk about it some more after we had heard the other cases that were waiting. The chairperson even offered to help with an appeal, much to my amazement. But despite our best efforts, we had a very dissatisfied customer leave the hearing room.

"Why were you so eager to help him appeal?" I asked.

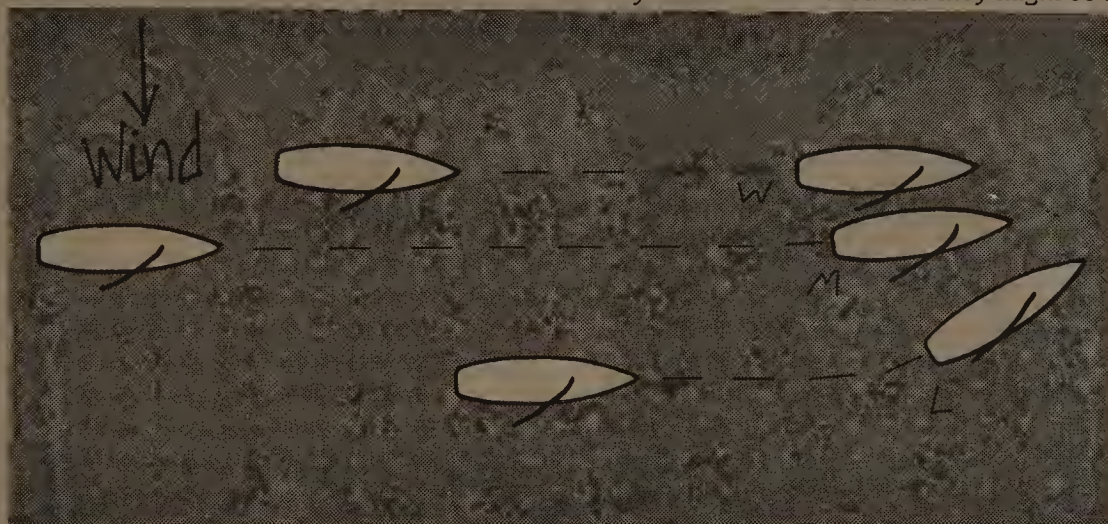
"I think all good committees should encourage appeals when there's any doubt about an interpretation of the rules. Why be defensive? Let's just pass the buck on up! Besides, I'd like to see a national appeal on this issue, just to have a more definitive statement one way or the other."

Our next case was a little more interesting, but was also plagued with procedural difficulties. We found the protest of a leeward yacht against a windward yacht to be properly filed, and asked the protesting skipper to show us what happened using a set of little plastic models that come with a popular

book on the racing rules.

"Take your time and be as accurate as you can when positioning the models," we advised.

"It was a beam reaching leg," said the skipper as he arranged the little plastic marks and boats. "Here's the last mark, here's the next mark, here's the wind. The other boat was overtaking us from behind, one boat-length to windward . . ."



"Wait a minute," interrupted the committee chair. "You're showing the leg of the course as only about ten boat-lengths long — and you're putting the boats less than a half boat-length apart. Now, everybody tends to compress the scale — that's why we use small models — so think carefully about representing distances accurately."

"We'll assume those mark models just indicate the directions to the marks," I added.

"Okay." He repositioned the models to conform with his story, and then stepped through a very straightforward description of the incident. He had attempted to luff sharply to prevent a larger, faster boat from passing him to windward. The windward boat failed to respond sufficiently, had curtailed his luff, and even though there was no contact, the windward boat had clearly infringed Rule 38.5 by causing the luff to be curtailed.

Then it was the windward skipper's turn. He agreed with almost everything that had been said up to that point.

"Except that there was another boat to windward," he explained. "We had overtaken them to leeward, so we didn't have luffing rights on them. When the leeward boat started coming up, we hailed 'coming up' and then 'we're being luffed, you have to let us respond'. But they just shouted back 'mast abeam' and wouldn't budge. Our rigs

missed contact by only a few inches while this was going on."

"Had this boat to windward of you ever been ahead of the boat to leeward of you?"

"No, we were both overtaking. He had the right to luff us both."

Our committee chair made a discouraged sigh. Then he asked some more questions about the identity of the third yacht, whether they had been informed that they might be a

M can't luff W, but L can luff both M and W, so W must keep clear when L luffs M.

party to the protest.

"Looks like we had to initiate action," he said. "I hate to hold up the final results of the series, but this hearing has to be adjourned until we can notify the third yacht that we're taking action against it. That means we have to mail a written notification by 6 p.m. tomorrow."

"How can we take action against a boat that wasn't even mentioned in the protest?" asked the third committee member.

"It doesn't matter who's mentioned in the protest," said the committee chair, "as long as one protest is properly filed, any boat involved in the incident found to be at fault can be disqualified. Only thing is, you can't do it without giving them the right to be present at the hearing. Now we have to take action under Rule 70.2e."

"Sorry you had to make the trip for nothing," I said to the sailors.

"We both agree it was the third boat's fault. Do we have to show up again next week?"

"I'm afraid you do. The third boat has a

right to be represented here whenever testimony is being given. We have to start over from the beginning."

The skippers left the room as we apologized one more time for the inconvenience.

"You know, this points out another problem with the protest procedures," said the committee chair. "They seem to work best for regatta race formats, where all the boats are sailing from the same location and protests are heard right after the race. This notification of additional parties to be a protest has always been a problem with YRA type racing, because very often you can't tell who the parties are until the hearing. Then it's two weeks later and the people involved are scattered all over the Bay Area."

The last case was finally one we could sink our teeth into. It involved a crowded leeward mark rounding, with one boat claiming that an overlap had been established in time, and the other insisting that it hadn't. Protest and counter protest were both properly filed.

Again, we had to remind the first skipper to be accurate with scale as he positioned a model one boat-length from the mark and said that he was just crossing into the two-length circle.

"No coaching from the committee!" objected the other skipper, who construed our instructions as unfair assistance.

"Don't worry," we reassured him, "we have to say that to everybody."

Both skippers proceeded to show us their version of what happened. They both had very convincing stories — except for the fact that one was positive that the overlap had been established in time, and the other was sure that it hadn't been.

Before we started to ask questions, our chairperson got out a large pad of graph paper and asked one of the skippers to position the models on the paper at the time his boat first established an overlap. This was no ordinary graph paper, however. It had a grid of four sets of parallel lines, each inclined 45 degrees to the next set, and spaced one model-scale boat length apart. There was also a mark with concentric rings around it at the same spacing, and a wind arrow at each side and corner of the page.

"Circle the wind arrow that you want to use, and position the boats accordingly," he said.

Once the models were in place, we traced around each of the boats.

"Instant committee diagram," he remarked. Then he tore off the top sheet and turned it face down, and asked the other skipper to perform the same exercise.

We went back and forth from one skipper and diagram to the other, getting all the critical points in time: lead boat reaches two-length circle, overlap established, contact between boats, contact with mark, etc. They each asked the other a few questions, then it was time for witnesses.

Now, it's my experience that witnesses, especially when they consist of the crew of one of the boats involved, will usually torpedo an otherwise sound case more effectively than anything that the other side can say. No such luck this time, however. Both sides had gotten their stories straight beforehand.

"This is a tough one," said the committee chair when the closing arguments were over and we were left to deliberate."

"We can always fall back on Rule 42.3d," I suggested as I looked up from my rulebook. "It clearly places the burden of proof on the inside boat which claims to have established an overlap."

"Yes, but I can't believe that the inside boat would have deliberately tried to force room if they didn't really believe they were entitled to it. Let's see if we can reconstruct the incident in a way that accounts for the different perceptions of time and distance — I think the people on both boats really believe they're telling the truth."

As much as I would have liked to finish up and join the crowd at the bar, I had to admire the chairperson's diligence in wanting to get to the bottom of things. We looked at all the diagrams, and noted the inside skipper always placed several additional outside boats on the diagram as they approached the mark.

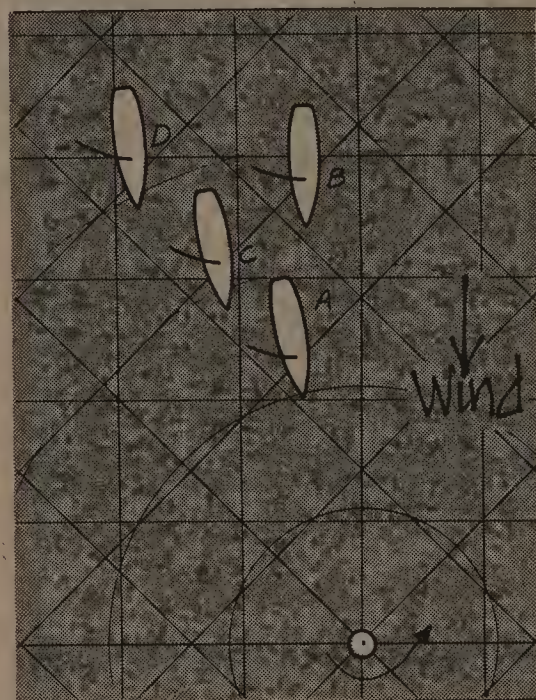
"I have an idea," said the third committee member. "Suppose the wind was really a little further aft than they show — they did say they had to bear off to round the mark — and the outside or clear ahead boat was badly blanketed by the boats behind. The speed difference would have been tremendous. Imagine yourself in the aft boat. There are boats on the outside that prevent you from going wide around the boat in front, but you're closing fast. The only option is to go inside."

"I see what you mean," said the committee chair. "The boat astern felt they had

no other option, so they went for it."

"Well, how did that make them believe they were two lengths from the mark when they established the overlap?" I asked.

"Their cockpit was probably more than two lengths from the mark. But the bow of the other boat was much closer, and they probably didn't realize at the time that that's what counts. But the main point here is that when people know that they haven't deliberately tried to get away with anything, they



B is moving faster than and should be ready to hail C and D for room to pass outside of A.

tend to think they're automatically going to be in the right. So they may remember things just a little differently to put the rules on their side."

After some more deliberation, we called them all back in to read our findings. The inside boat was disqualified based on failure to prove the establishment of an overlap in time. Fortunately they were not too upset to be able to follow our reasoning, and actually agreed that their recollections might have been selectively altered by the fact that other boats had forced them to take a chance at gaining the overlap.

"Tell me, then," asked one of the losing crew. "Was there anything we could have done short of going around again? Should we have protested the outside boats?"

"All you had to do was ask them for room," said the committee chair. "The slower-moving boat in front of you was an obstruction, and you had the right to ask for room to pass it on the same side as the other outside boats that overlapped you. This

situation comes up fairly often in crowded mark roundings. You just have to be ready to call for this additional room to keep clear of boats in front of you in plenty of time!"

Finally back at the bar, I complimented our chairperson on his technique for generating committee diagrams.

"Actually, I usually have to re-draw them anyway. The real trick is to use the plastic frame that the little models come in as a template for drawing the boats."

"And where did you get that special graph paper?"

"I have a friend who goes all out with the committee paraphernalia. He brings a small instant-print camera on a special tripod to record the models, and a speakerphone for contacting absent witnesses.

Just then the skipper from the first incident, the one who had been very upset with our decision to not hear his protest, came over to us at the bar.

"You know, you guys are all right, no matter what they say about you!"

He had obviously undergone several hours of "attitude adjustment" at the bar.

"Look at this Appeal! You guys know what you're doing after all!"

He shoved an Appeal book in our faces, opened to No. 241. We read it quickly, and were very relieved to see that it supported our interpretation of the notification requirements.

"This is one of the more recent decisions that I haven't put in my index yet," said the committee chair. "But I'm glad to see it."

"What we really need is for USYRU (United States Yacht Racing Union) to pull all the Appeals up on a computerized database network, so we can locate any appeal we need on the spot just by asking for keywords, applicable rules, or any other referencing method . . ."

"I'm sure it's not too far off. But we'll still have to know what's in the Appeals we're looking for!"

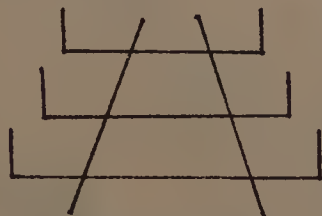
I am tempted to change my opinion about the advisability of serving on protest committees. If you're well prepared, know what you're doing, and keep your wits about you, you can probably avoid making lots of enemies. And nothing compares to hearing protests as a way to learn more about the rules, the procedures, and even a few good tricks.

— max ebb

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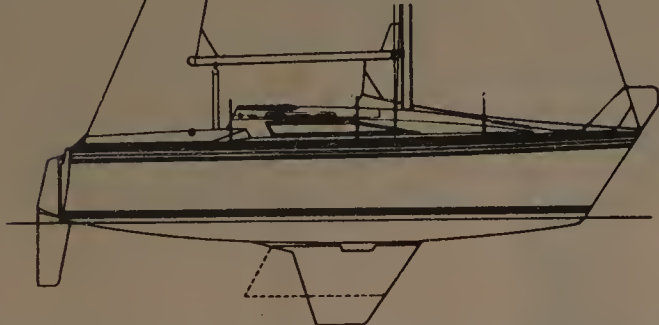
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PACIFIC CUP

When Jake van Heeckeren talks about this summer's Pacific Cup race from San Francisco to Kauai, which starts July 8th, he speaks with a historical perspective. As chairman of this year's race, the third biennial, Jake realizes the 2,126-mile contest is not steeped in tradition like the classic Los Angeles to Honolulu TransPac, which ran its 76th edition last year. The Pacific Cup does offer a unique carrot for prospective entrants, however, one which would put them in the record books and earn them a valuable prize.

Establishing a speed mark from California to the Hawaiian Islands has long been a sought after goal. In the glory days of sail a hundred years ago, clipper ships and barkentines plied the Pacific waters carrying cargo. Speed meant more trips and increased profits. In 1853 the clipper ship *Sword Fish* set a mark of eight days and two hours from San Francisco to Hawaii at an average speed of almost 11 knots. Going the "wrong way" — from Hawaii to the mainland against the usually prevailing trade winds — the four-masted barkentine *Thomas P. Emigh* traversed the Pacific in seven days and 22 hours in 1909. In researching these records, van Heeckeren has found there may even have been a faster passage. In 1881 the clipper ship *William G. Irwin* is

private yachtsmen. Their boats are usually less than a third the size of their predecessors. One could argue that the relative lack of water line length — a key determinate in a boat's speed through the water — would preclude anyone approaching the earlier records. Nevertheless, the Bill Lee-designed 67-ft *Merlin* has twice made the trip in eight days and eleven hours while racing from Los Angeles to Honolulu. "Modern boats may be smaller than the 300-ft clipper ships and the 150-ft barkentines," says Jake, "but they are also very fast."

What the Pacific Cup offers is a chance to break these all-time marks. San Francisco is actually farther west than Los Angeles and the rhumb line for the race to Kauai is 100 miles less than the route from L.A. to Honolulu. Strong northwesterlies are usually found right outside the Golden Gate in early July. While it often takes the L.A. TransPac fleet a day or so to get into good wind, Pacific Cup entrants can expect to jump off to a fast start. For example, Rod Park, sailing in the singlehanded TransPac to Kauai in 1980, had a run of 248 miles in the first day aboard his 40-ft sloop *Panache*. He's looking forward to sailing his new 40-footer *Shaman*



Artist Ann Fisher working on the new Pacific Cup.

reputed to have reached the islands in an amazing six days and 17 hours — an average speed of over 13 knots!

With the demise of commercial sail, the assault on these marks has been left to

in the doublehanded division of this year's Pacific Cup.

The only fly in the ointment about starting in San Francisco is the location of the Pacific High. This mass of high pressure and light wind sets up camp in the summer off the Northern California coastline, sitting like a pool of molasses between the racers and Kauai. Race strategy presents two options: go south to stay in the counterclockwise



PAUL KAMEN

winds that ring the high (which adds extra miles to the course) or risk sailing into the High and hope it doesn't slow you down too much.

The Pacific High is not a stationary object, though. It bobs north and south as weather systems pass around it. Given optimum conditions, i.e. where the high moves north far enough to allow a yacht to hold its rhumb line course to Kauai with good wind, it's quite conceivable the all-time records could be approached or broken.

Another factor in the Pacific Cup sailor's favor is the race committees' open policy on entries. The Los Angeles to Honolulu race has recently moved towards penalizing lighter, faster boats such as *Merlin*, which had to carry several thousand pounds of

MYLES RINGLE



Reaching for the Pacific High.

lead on her decks and reduce sail area in order to qualify for the 1983 race. The Southern Californians feel this is necessary to prevent unseaworthy entries from competing. There is also an upper length limit of 70.0 IOR rated feet. Jake and his technical committee, composed of Northern California's upper echelon of yacht designers, don't necessarily agree with that philosophy. "We're not trying to penalize any particular type of boat," says Jake, and there is no upper length restriction.

The Pacific Cup technical committee, made up of Gary Mull, Bob Smith, Carl Schumacher and Chuck Burns, are working to give every boat a fair rating under either the IOR or PHRF system, each of which will

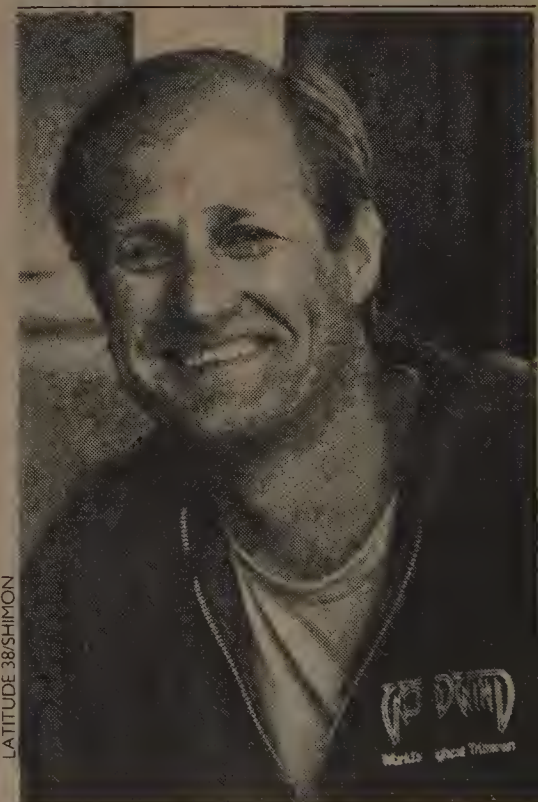
have their own fleet. Light boats with proven ocean racing credentials, such as the Santa Cruz 40's and 50's, and Olson 40's and 30's, won't be overly penalized. Heavier boats will get adequately compensated for their lack of inherent downwind speed. "If we could get a mix of light, medium and heavy weight boats in top corrected time positions," says Jake, "we'd be quite pleased. In 1983 the full-keeled Hans Christian 38 *Apple One* almost took overall honors, but had to slow down when her mast step came loose."

The doublehanded division is a new addition to the Pacific Cup. Two-person sailing has become popular on the Bay over the past few years. The doublehanded Farallones and Lightship races are currently among the most popular races of the season.

Venturing out on to the ocean with another soul offers companionship that singlehanded sailing cannot. It's also possible the dual configuration will offer a competitive advantage. Rod Park, the U.C. Berkeley vice chancellor who has raced both solo and with crew to Hawaii, thinks a fast 40-footer might even set the record. "I have my own formula," he says, "which is that each 100 pounds of weight in the boat works out to 30 minutes of sailing time. If you take out four people from the crew, which equal about 1,000 pounds including gear and food, it works out to saving five hours. You'd have to sail the boat flat out, and you'd have to have the appropriate knowledge and judgement as well."

Unlike the minimum length requirements of 29 feet overall for the IOR and PHRF crewed entries, doublehanders can go on any size boat that the technical committee okays. This opens the door for such speedsters as Moore 24's and Express 27's, both of which have been successfully singlehanded to Hawaii. Gary Clifford and Jonathan Livingston in the Express 27 *Light'n Up* were the first to sign up for the doublehanded division of the Pacific Cup. *Light'n Up* was the star of last season's Midget Ocean Racing Association (MORA) season, and should provide a good benchmark for any other duo wanting to compete.

Besides the lure to set an elapsed time



LATITUDE 38/SHIMON

Race chairman Jake van Heeckeren.

PACIFIC CUP



record, the Pacific Cup will offer a host of trophies and hardware for all who compete. To avoid the problems of trying to rate IOR and PHRF boats together to come up with an overall winner, the committee has decided to make each division separate. Winners in each will receive a cast bronze goblet measuring eleven inches high and ten inches wide. Van Heeckeren commissioned Palo Alto sculptor Ann Fisher to create the cup, which is adorned with images of dolphins, a clipper ship, a native Hawaiian catamaran and the Pacific Cup logo (created by Palo Alto's Linda Brandon). If anyone does manage to break the speed record, they will receive a specially cast, gold plated version of the Pacific Cup, which they get to keep. Another one, with the preceeding record holder's name on it, will be cast if that record is broken in a future Pacific Cup race.

The hardware doesn't stop there, though.

Jonathon Livingston, who is crewing for Gary Clifford on 'Light'n Up', takes a whimsical view of breaking the speed record.

First to finish gets the trophy that used to go to the overall winner. Jim Walton's PHRF entry *Temptress*, a Swede 55, won that award in 1982. Gold, silver and bronze medallions await division and class winners. Just for competing a boat's skipper will receive a specially stamped gold coin, with bronze versions for all crew members. The metal detector at the Honolulu Airport will never be the same.

For van Heeckeren, the Pacific Cup has become a bit of a crusade. A native of the Netherlands, he grew up on an old leeboard sailing boat called a tjalk. His enthusiasm for going to sea developed over the years and has developed into a healthy admiration.

"Sometimes I see people at the bar after a Bay race complaining about having had a bad day," he says. "How can you have a bad day sailing?" Jake harks back to the days when clipper ships raced from China to England, battling neck and neck up the English Channel after sailing halfway around the world. And he's no slouch himself at ocean racing, especially to Hawaii. He navigated the winner boat in the L.A. to Honolulu race three times, and competed in another three as well.

"The Pacific Cup is now the only regularly scheduled major ocean racing originating from San Francisco," he says. "This used to be the greatest port on the West Coast and we'd like to see the Bay Area adopt this race as a way of regaining some of that prestige." Besides that, Jake says sailing to Hawaii, which usually includes at least eight days of surfing down the Pacific swells under spin-



LATITUDE 38 RICHARD

maker, is a lot of fun. In particular he remembers a ride on *Chutzpah*, the 35-footer that won TransPac in '73 and '75. In one one-hour period they covered 18 nautical miles!

So what do you do if you want to get in on the fun? Well, the entry deadline for the

Nawiliwili Harbor, Kauai, site of the finish for Pacific Cup racers.

race is May 1st, by which time the host Ballena Bay YC needs to have a \$500 check. At press time, several entries had already been completed this task, including Alamo's Keith Buck with his Farr 36 *Petard*,

British Columbia's Jim Allen and his Hotfoot 27, Berkeley's Don Dalziel and his 58-ft ketch *Natoma*, Stockton's William Chapman and his *Contessa 43 Bones VII*, and Gary Clifford. Many others are expected, such as the legendary *Merlin*, to be sailed by San Francisco's Ben Choate, Rod Holt (who sailed *Apple One* in 1982) and his new schooner *Sir Isaac*, and Rod Park and his Santa Cruz 40 *Shaman*. With the IOR Clipper Cup regatta scheduled for later in the summer in Honolulu, the Pacific Cup is a good feeder race for that event, although financing two race efforts back to back could be hard on the owner's pocketbook.

So think it over, but not for too long. For a minimal investment of \$10 you can get a race application and information packet. Write to The Pacific Cup, Ballena Bay Yacht Club, 1124 Ballena Boulevard, Alameda 94501. Make the check payable to the Race Committee or The Pacific Cup. If you want more information, you can also call Bobbi Tosse' at 939-9885 or Karen Weiseger at 489-9180 (home) or 521-7030 (work). The garden island of Kauai is waiting.

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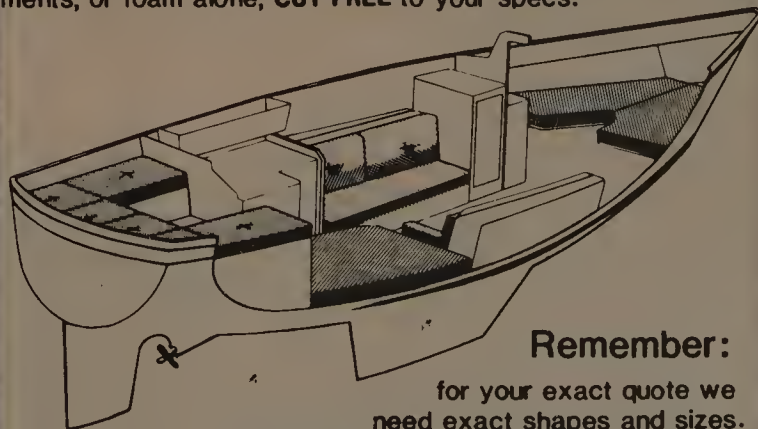
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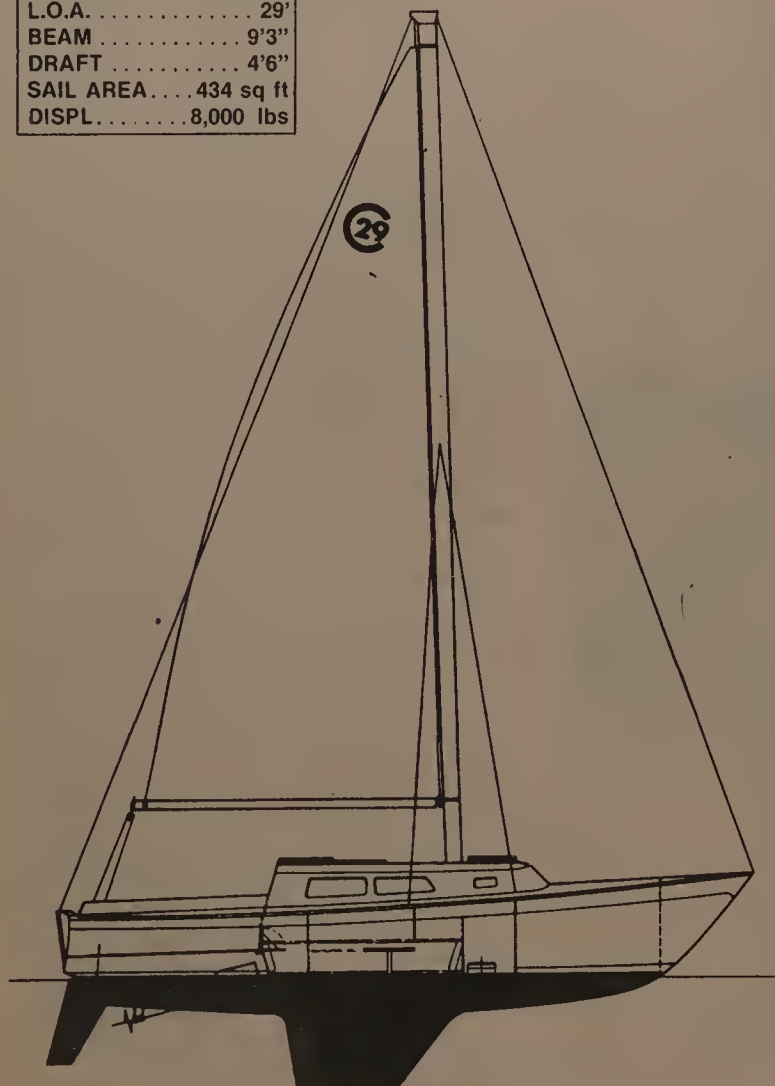
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Cal 29

The Cal 29 was the twelfth in a long series of designs by Bill Lapworth for the Cal sailboat line, which also included his legendary Cal 40. Rigged for the lighter airs of Southern California, the boat has nevertheless proven itself in windier areas such as San Francisco Bay. About one tenth of the 1,000 Cal 29's produced between 1969 and 1978 are now located in the greater Bay Area, where they have been both raced and cruised with great success.

"You can't buy a bigger 29-footer," says Tiburon's Dick Cardoza, who owns *Quente* (which means "hot" in Portuguese). Indeed, the 9'3" beam allows for generous accommodations below. Lapworth says that was part of his intention, and he included a large fold-out table, a generous settee berth, a V-berth in the bow and a pair of quarter berths under the cockpit. There's enough room to live aboard if you want — Oakland's Dee Smith inhabited, and simultaneously raced, his Cal 29 *Betelgeuse* (the name for the red star on the shoulder of Orion) back in the mid-1970's. "We had books, plants, a shower, the works," he says.



LATITUDE 38/RICHARD

Owners say the sailing characteristics of the Cal 29 are hard to beat. The hull is easily driven by the 434 square feet of sail, yet the boat stands up well to the Bay's summer westerlies. Dee Smith says



that back in the days before the ultra light boats became popular, he and his father Peter were pretty untouchable out on the ocean. Downwind under spinnaker they could fly in heavy air too. In 1970,

after taking delivery of *Betelgeuse* in Southern California they went on the Marina del Rey to San Diego race, which featured a long spinnaker leg. They finished 13th boat for boat in a fleet of 138, beating



even the Cal 40's in the process!

At 8,000 pounds the Cal 29 is sturdily built. Tom Caylor, a real estate broker from San Francisco, raced his *Hot Sheet* in the 1982

Doublehanded Race when a terrific storm battered the fleet. Aside from getting a little wet, Tom says they had no problems. They even survived the rogue wave which pitched a nearby entry onto the rocks



LATITUDE 38/SHIMON

at Point Bonita.

Many Bay Area owners cruise the Bay and Delta, with occasional trips out the Golden Gate to Half Moon Bay and other ports to the



DIANE BEESTON

south. The ideal crew is two to four sailors, although more can squeeze in if necessary. A party of ten can daysail the boat easily. On the other hand, singlehanded is also quite feasible. Napa's Dennis Sweeney recently completed a solo sail to Hawaii in three weeks aboard his *Reflection*, which he's owned for the past ten years. According to his daughter, Dennis made the passage with no problems. He plans to sail back as well, possibly with a crew.

A one design fleet is steady, averaging six to ten boats for the YRA season. Recently San Rafael's Bruce Easom has been dominating fleet racing in his *Champagne*. Last year, though, Dick Cardoza took the title sailing primarily with his wife Donna and sons Christian and Michael. This family approach gave some of the hard core racers fits, but demonstrates the egalitarian nature of the boat.

In handicap racing the Cal 29 continues to fare well. Twice in the past nine years the boat has won the YRA's Champion of Champions race against all the other one design class winners. In 1982 and 1983, Caylor and Easom respectively won the Seaweed Soup Trophy for the best overall record in the Golden Gate Midwinter series. Easom feels the PHRF rating of 174 isn't totally compatible with other boats at that number, such as the Newport 30. Whenever his bright white *Champagne* shows up at the starting line with its distinctive green trim, though, other racers know they're in for a fight.

Lapworth designed another version of the boat, which came to be called the Cal 2-29. This one has wheel steering and a diesel engine as opposed to the tiller rig and gas engines of the original model. The 2-29 also featured hot and cold running water and a shower.

The Cal 29 went out of production four years ago, but you can still find good used ones in the range of \$28,000 to \$35,000. The current fleet captain is Dennis Andrews, who owns *Boog A Loo* in partnership with Nancy Rogers. Andrews says in addition to the YRA season, the class will be hosting a couple of weekend cruises this summer. For more information, call Andrews at (415) 397-1700 or Doug Clark at (408) 995-0600.

— latitude 38 — SVC

THE CRUISING

First the bad news. There just wasn't the room in this biggest-ever *Latitude 38* for the Social Daysailing Crew List. We figured we could delay publishing it a month since Northern California hasn't turned balmy quite yet. Those of you attending the Crew List Parties will be able to pick up a xerox copy of the Social Daysailing list if you wish.

Oh yes, the Crew List Parties. If you're picking up this issue the first weekend it's distributed, we're reminding you that the Crew List Parties are Wednesday, April 4, at the Corinthian YC in Tiburon from 6 to 9:30, and Thursday, April 5, at the Metro Oakland YC in Jack London Square, Oakland, also from 6 to 9:30. If you're late picking this issue up and missed the parties, you should have marked the dates on your calendar last month.

The good news is the Cruising Crew List — of both folks looking to crew and folks looking for crew — is bigger than ever. If you can't make a good connection somewhere out of all this, you may have a little problem.

The breakdown of categories is interesting. There are about 44 column inches of people looking for cruising crew; about 38 inches of them are men with boats, three column inches of them women with boats, and three column inches of couples with boats.

As for folks looking to crew, there are 42 column inches of men, an incredible 37 column inches of women, and about three inches of couples. Pretty astounding response if we do say so ourselves.

Before all of you start running for the phones, please take a moment to raise your right hand and recite the Crew List Pledge: "I, [your name], do solemnly swear I am of sound mind and body. I take full responsibility for advertising my name in the Crew List or for responding to a name advertised in the Crew List. If I'm injured or die as a result of anything to do with the ads in this special advertising supplement, I hold those great folks at *Latitude 38* completely blameless and insist that all my friends and estate do also. And I'm not kidding; I want to participate in this daring adventure."

Good! Now hit those phones!

MEN TO CREW ON CRUISING BOATS

Our first category is the list of men looking to crew on a cruising boat. Since there are so many names, we're giving everyone's specifications in code, one we trust you'll find simple enough to understand. Here's an example:

Fred I. Edgewater, 33, 1 Landlocked Way, Napa 94558

.....has 2 / wants 1,5 / offers 2,3,5

This means that Fred is 33 years old, lives at the address given, has some experience (at least 20 sails on the Bay, while being *active* and suffering the normal bruises, cuts and hollering), wants to cruise locally, around the Bay and up the Delta, as well as to Mexico next winter, and can offer mechanical skills on the engine, electronics and refrigeration, as well as elbow grease for bottom work, varnishing and other upkeep, and cooking and cleaning skills.

Simple, no? If it's too difficult, call your mother. Next we'll give you the complete code and then — the envelope please! — the 1984 Cruising Crew List!

CODE

My sailing experience is:

- 1 = None, but I'll do anything within reason for the chance. I understand from time to time I'll probably become cold, seasick, get pissed at the owner, and wish like hell I was anywhere but on the boat. I'm still game
- 2 = Some, at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts, and hollering
- 3 = Moderate, several years active crewing on the Bay or at least one trip to Southern California
- 4 = Lots, several long ocean passages

I want to cruise:

- 1 = Locally, around the Bay and up the Delta
- 2 = Hawaii and points west this summer
- 3 = Seattle and Alaska this summer
- 4 = Van Nuys Boulevard in a Corvette
- 5 = Mexico next winter

I can offer:

- 1 = At least \$200 a month to share expenses
- 2 = Mechanical skills: engine, electronics, refrigeration
- 3 = Elbow grease for bottom work, varnishing, and other upkeep
- 4 = Navigation skills. I've taken over 100 shots at sea
- 5 = Cooking and cleaning skills
- 6 = Ornamental skills. I look great in a bikini

MEN TO CREW ON CRUISING BOATS

Brendan Kelly, 39, (415) 843-1032 has 2 / wants 1
Ralph Ashmead, 1141 Evelyn Ave., Albany 94706, (415) 526-6254
..... has 3 / wants 1,5 / offers 3,4,5
Ryan Ross, 28, 653-6962 has 2 / wants 2,3 / offers 3,4,5
Bill Lutkenhouse, 57, 841-8725 has 4 / offers 1,2,3,4,6
David C. Bruce, 26, 258 Collins Ave. #2, San Francisco 94118, (415) 221-9539
..... has 1,2 / wants 1,2,3 / offers 1,3,5
J.R. Pat, Patrick, 65, (916) 529-0328 has 4 / wants 2,5 / offers 1,2,3,4
Steve Halsey, 29, (415) 490-8633, (408) 378-7316/e
..... has 3 / wants 2,5 / offers 2,3,4,5
Joel Erickson, 26, 465-2907 has 2 / wants 2,3,5 / offers 1,2,3,5
Tim, 37, 7841 Valentine Ave., Sebastopol 95472 has 1 / wants 1 / offers 1,2
Tom Racanelli, 20, 215 N. El Monte, Los Altos 94022, (415) 969-7366
..... has 3 / wants 2,3,5 / offers 3,5
David Demarest, 32, 381-6169 has 3 / wants 2,5 / offers 1,3,5
Moshe Maler, 34, 585-0739, 140 Caine Ave., San Francisco 94112
..... has 3 / wants 1,5 / offers 2,3,4,5
Tom Miller, 36, 593-8523 has 3 / wants 1 / offers 2,3
Gordon Augason, 52, (408) 738-2948 has 4 / wants 1,2,3,5 / offers 1,2,3,4,5
Ken Shepherd, 38, (415) 843-0500/h, 986-4363/w, 1650 Oxford, Berkeley 94709
..... has 3 / wants 1,2,5 / offers 1
Max Chapman, 44, (209) 222-7880, (209) 226-1936, (916) 332-1053
..... has 4 / wants 2,3,5 / offers 1,4
Dean Brennan, 25, (408) 984-8741, (408) 946-0552/w
..... has 2 / wants 1,2,5 / offers 1,2
Howard M. Merriam, 31, 383-0595, 255 E. Blithedale, Mill Valley 94941
..... has 4 / wants 1,2,3,5 / offers 2,3,5
Dick Schuettge, 40, (415) 841-6962 has 3 / wants 2,3,5 / offers 1,2,3,5
Don Lyon, 24, (415) 396-5256/wknds, (415) 285-0370/e/wknds, San Francisco
..... has 1 / wants 1 / offers 3
Craig Whitney, 24, (415) 386-6167, 4044 California St., San Francisco 94118
..... has 1 / wants 1,2,3,4,5 / offers 3,5

MEN TO CREW ON CRUISING BOATS

MEN TO CREW ON CRUISING BOATS

Gary Ford, 29, (415) 285-0326.....has 1 / wants 1,2 / offers 3,5
Michael Fitzgerald, 25, 1812 Vera Ave., Redwood City 94061, (415) 365-2004
.....has 3 / wants 5 / offers 1,3,5
Don Nazzari, 23, (408) 296-7842.....has 2 / wants 1 / offers 3,5
Russell Breed, 30, 1041 Shell Blvd. #1, Foster City 94404, 574-2251
.....has 3 / wants 1 / offers 2,3,5
Frank Mackey, 36, (408) 866-8466, 106-E Campbell Ave., Campbell 95008
.....has 3 / wants 1,2,3,5 / offers 1,3,5
Miles Merians, 62, 319 - 4th St., Sausalito 94965 has 4 / wants 2,3,5 / offers 1,3,4
John Ringseis, 38, 442-4000 (d), 85 Calypso Shores, Novato 94947
.....has 3 / wants 2,5 / offers 1,3
Louie Burgyan, 40, (415) 857-9512.....has 3 / wants 1,2,3,4,5 / offers 1,2,3,4,5
Bruce H. Brodie, 38, 381-1240.....has 3 / wants 2,5 / offers 1,2,3
Robert Cleveland, 27, (714) 496-5046.....has 4 / wants 2,3,5 / offers 2,3,4,5
Steve McKee, 25, 837-2278, 2041 Ridgewood Rd., Alamo 94507
.....has 2 / wants 1,2,5 / offers 1,3,5
Robert S. Baker, 35, (209) 577-5531, P.O. Box 1869, Modesto 95353
.....has 2 / wants 1 / offers 2,3
Larry Scharg, 32, (415) 668-5927, San Francisco.....has 3 / wants 1,5 / offers 1,3,5
Ted Abbott, 33, (415) 434-0770/w, 386-3003/h, San Francisco
.....has 4 / wants 1 / offers 2,3,5
Gary Randles, 28, (415) 383-9448, 25 King St. Mill Valley 94941
.....has 1 / wants 1,2 / offers 1,3,5
Jim Raisner, 37, 4611 Thomas Rd., Healdsburg 95488
.....has 2 / wants 1,2,3,5 / offers 1,2,3,5
Neal Houx, 33, 75 Corte Madera, Mill Valley, 383-3378
.....has 3 / wants 3,5 / offers 2,3
Jeffrey S. Ward, 24, 2723 Arlington Ave., El Cerrito 94530, (415) 233-2367
.....has 2 / wants 3 / offers 1,3,5
Andrew Blake, 33, 388-1443, 457-9688.....has 2 / wants 1,5 1/2 offers 2
Rick Witter, 22, (415) 548-5388, P.O. Box 4251, Berkeley 94704
.....has 2 / wants 1,2,3 / offers 1,3
Rob Rose, 23, 2729 Derby St., Berkeley 94705.....has 1 / wants 1,2 / offers 1,3,5
Bob Taylor, 31, 28504 Mission Blvd. #907, Hayward 94544, (415) 889-0770
.....has 2 / wants 1,4 / offers 2,3
Todd Stein, 23, (916) 488-5365, Sacramento.....has 1 / wants 2,5 / offers 1,3,5
Joel Goodrind, 44, 857-0465.....has 3 / wants 2,3 / offers 1,2,3,5
Peter Standish, 25, 147 Blake St. #3, San Francisco, 392-7750/w, 387-6602/h
.....has 1 / wants 1 / offers 3
Brad Latham, 24, (408) 395-2670, (408) 462-3570, 19990 Gist Rd., Los Gatos
.....has 4 / wants 1,2,3,5 / offers 2,3,4,5
David Neill, 32, 388-1263.....has 2 / wants 1 / offers 3
Rodger Terry, 43, P.O. Box 1583, Antioch 94509
.....has 2,3 / wants 2,5 / offers 1,2,3,4
Walter Moch, 57, 141 Bell Ave., Piedmont, 547-4671.....has 3 / wants 1
Brian Lockyear, 24, (415) 969-1069.....has 1 / wants 1 / offers 2,3,5
Roland A. Swirsky, 37, (702) 588-3000/msg., Box 10291, Zephyr Cove NV 89448
.....has 3 / wants 1 / offers 2,3
"Ev" Olson, 60, (408) 243-6308.....has 2 / wants 1,2 / offers 1,2,3,5
Harry Goodman, 35, 1733 Bridgeway, Sausalito, 332-5945
.....has 2 / wants 1,5 / offers 3,5
Harry W. Miller, 35, (916) 925-1615, 1280 Senida Way, Sacramento 95833
.....has 2 / wants 1,3 / offers 1,3
Mark Smaalders, 23, (415) 848-1504, 1720 Berkeley Way
.....has 3 / wants 1,2,3 / offers 2,3
Bob Abbey, 23, (415) 254-4727.....has 2 / wants 1,2,3 / offers 1,3,5
Roger Underhill, 37, 931-6385, 2038 Divisadero, San Francisco 94115
.....has 3 / wants 1,5 / offers 4
Chris Clader, 30, 4028 Farm Hill, Redwood City, (415) 369-5472/595-1900(w)
.....has 2 / wants 1 / offers 3
Bob Merklein, 50, (916) 481-7646, 3906 Annadale Lane #138, Sacramento 95821
.....has 2 / wants 1 / offers 3,5,6
Thomas R. Bennett, 23, 733 San Bruno Ave. #1, Brisbane 94005, 467-9667
.....has 2 / wants 1,2,3,5 / offers 1,2,3,5
Chris Kuehn, 36, 575 Pierce St. #406, San Francisco 94117, (415) 861-6174
.....has 2 / wants 1 / offers 3,5
Jeryl Saulter, 32, 619 Montclair Ave., Oakland, (415) 839-7629
.....has 2 / wants 1 / offers 3,5
Karl Hittelman, 46, 666-1881 (d), 648-9131 (e).....has 3 / wants 1 / offers 3
Rob Michaan, 39, 653-0859.....has 4 / wants 3 / offers 1,2,3,5
M. Nelson, 34, (415) 728-3100.....has 2 / wants 1 / offers 3

Harry W. Miller, 35, 1280 Senida Way, Sacramento 95833.....has 2 / offers 2
Pete Vrasey, 29, (415) 372-0739.....has 3 / wants 2,3,5 / offers 3,4
Fred Walter, 36, 982-0303 (w), 563-3033 (h).....has 2 / wants 1 / offers 3
Karl Dake, 29, 548-8979/h, 642-5050/w.....has 3 / wants 1,2,3,5 / offers 1,3,5
George Bloom, 53, (415) 447-5372/e, 422-6588/d, 415 Lincoln Ave., Livermore
.....has 3 / wants 1,2,3,5 / offers 1,2,3,5
Jim Best, 29, 486-0652, Berkeley.....has 1 / wants 1,3,5 / offers 1,3,5
Mike Myer, 25, (415) 964-0143.....has 2 / wants 1 / offers 2,3
Robert Schneider, 41, (415) 567-0770.....has 4 / wants 2 / offers 2,3,5
Tad Cline, 23, 35 Corwin Dr., Alamo 94507, (415) 820-1044
.....has 3 / wants 2,3,4,5 / offers 2,3,5
Dave Wakeman, 42, (916) 577-5018.....has 4 / wants 2,3,5 / offers 2,3,5
Mark Belinsky, 27, 1649-0 Belleville Way, Sunnyvale 94087, (408) 730-8393
.....has 2 / wants 1
Bill Napoli, 23, 567-8855.....has 3 / wants 1,2,3,5 / offers 2,3,5
Jay Griffiths, 33, Box 811, Berkeley, 254-0685
.....has 3,4 / wants 2,3,5 / offers 1,2,3,4,5
Ken Russell, 32, 848-9878/642-3509.....has 2 / wants 1 / offers 1,2,3,5
Larry Reynolds, 30, 849-4135, 1745 Addison St., Berkeley 94703
.....has 1 / wants 1,5 / offers 3
Bruce K. Sawhill, 26, 100 University Dr., Menlo Park 94025, 327-1568
.....has 3 / wants 2,5 / offers 1,2,3,5
A.R. Newhouse, 46, 777 W. Middlefield #178, Mt. View 94043, (415) 968-6364
.....has 2 / wants 1 / offers 2,3
A. Bengisoy, 37, 1725 Trinity Ave. #2, Walnut Creek 94596
.....has 4 / wants 1 / offers 3,5
Jay Hawkins, 25, (415) 921-5173.....has 3 / wants 2,5 / offers 1,3
Robert Wolf, 34, (415) 845-9833.....has 2 / wants 1 / offers 3
Doug, 35, (415) 363-1351.....has 2 / wants 1,2,5 / offers 1,2,3
Charles Lane, 35, 849-3125, 849-0859.....has 4 / wants 2,4 / offers 1,2,3,4,5,6
Armen Phelps, 27, 577-3119, P.O. Box 13715, So. Lake Tahoe 95702
.....has 2 / wants 2,3,5 / offers 2,3,5,6
Forrest W. Cox, 45, (415) 532-6405.....has 2 / wants 1 / offers 3
Mark Synarski, 29, (916) 481-2918, 5201 Kenneth, Carmichael 95608
.....has 1 / wants 1 / offers 2,3
John King, 38, (415) 886-3004/e, (415) 886-4700/d.....has 3 / wants 1,2,5 / offers 1,3
Vincent M. Latino, 61, P.O. Box 846, San Carlos 94070.....has 2 / wants 1 / offers 3
John Stenhouse, 28, (415) 964-3441, 600 Rainbow Dr. #231, Mtn. View 94041
.....has 3 / wants 4 / offers 1,3
Michael Shrum, 35, 665-9195, 2412 44th Ave. #3, San Francisco 94116
.....has 2 / wants 1,3 / offers 3,5
Lloyd Dawson, (916) 457-4287, 5071 Moddison Ave., Sacramento 95819
.....has 2,3,4 / wants 1,2,3,4,5 / offers 1,2,3,4,5
Ed Lund, 58, (415) 376-3929.....has 3 / wants 1,3 / offers 1,2,3
Jerry Pappalardo, 30, (415) 487-6037, 34855 Starling Dr. #3, Union City 94587
.....has 2 / wants 1,2,5 / offers 3,5
Steve Murdoch, 28, 431 Hawthorne Ave., Palo Alto, (415) 321-8076
.....has 3 / wants 1,2,3,4,5 / offers 1,2,3
Bob Korte, 47, (415) 483-8934, 1400 Carpentier #110, San Leandro 94577
.....has 1/2 / wants 1,2,5 / offers 1,2,3
Malcolm Bartley, 37, 328 Ocean St. #8, Santa Cruz 95060, (408) 427-3550
.....has 4 / wants 2,5 / offers 2,3,4
L.W. Smith, 55, (415) 494-8835, Palo Alto.....has 3 / wants 1 / offers 3
William L. Lyon, 60, (213) 548-3908, 3403 Denison Ave., San Pedro 90731
.....has 3 / wants 1 / offers 2,3,5
Warren Turner, 32, 552-2426, 41-B Lyon, San Francisco 94117
.....has 3 / wants 1 / offers 3,5
Ray Young, 66, 897-3229.....has 2 / wants 1,3,5 / offers 5
Mike DeClement, 34, 918 Jackson, Mtn. View 94043
.....has 2 / wants 1,4,5 / offers 1,3,5
Jim Cowell, 25, Box 1031, Sonoma 95476, (707) 557-4096/h, (707) 553-3347/w
.....has 2 / wants 1,2,3 / offers 1,3,4
Bob Rapasky, 43, 825-9623/h, 827-7336/w.....has 3 / wants 1,3 / offers 2,3,4,5
Will Hasler, 37, 332-8896; 664-1873, Box 191, Sausalito 94966
.....has 3 / wants 1,2,3,5 / offers 1,2,3
Keith Arthurby, 41, 1106D San Pablo Ave. #2, Albany 94706, (415) 527-8736
.....has 3 / wants 1,2,5 / offers 3
Bo Sarasy, 20, 51 Peninsula, Belvedere, 435-3903 has 2 / wants 2,5 / offers 1,3,5
Bob Peters, 50, (312) 948-5252, 345 Oakland, Highland Park, IL 60035
.....has 4 / wants 2,3,5 / offers 1,4
Sherwin Harris, 45, (415) 967-2187.....has 4 / wants 1 / offers 2,3,4,5
Larry Petite, 39, 929-9576.....has 4 / wants 1,2,3,5 / offers 1,2,3,4,5
Travis Chardene, 42, 1732 State St. #3, So. Pasadena 91030
.....has 2 / wants 2,5 / offers 3

THE CRUISING

MEN TO CREW ON CRUISING BOATS

Patrick Woodworth, 42, h/(707) 874-3259/878-2286/w, Box 146, Camp Meeker
 has 1 / wants 1 / offers 5
 Joel Waldman, 55, (415) 941-6486, 235 S. Clark Ave., Los Altos 94022
 has 3 / wants 1,2,3,5 / offers 1,2,3
 Donald Fowler, 42, 444 30th St., San Francisco 94131, 285-1345
 has 3 / wants 1 / offers 3,5
 Joe Gouveia, 30, 13259 Bodega Hwy., Sebastapol 95472, (707) 778-1752
 has 2 / wants 2 / offers 1,3,5
 Manuel Anderson, 23, 101 Ashbury St., San Francisco 94117
 has 1 / wants 5 / offers 3,5
 Todd Severson, 27, (415) 344-2359
 has 2 / wants 1 / offers 3,5
 Michael Heiner, 25, 457-7615
 has 3 / wants 1,2,4,5 / offers 1,2,3,5
 Craig A. Schmidt, 35, 822-3371/h, 552-2155 x.239/w, 209 Topeka, San Franc.
 has 2 / wants 1 / offers 3,5
 Clayton Sumpter, 56, 10511 Lindley #241, Northridge 91324, (818) 847-4436/w
 has 3 / wants 2 / offers 1
 Sandy Harrill, 35, 548-1101, P.O. Box 4612, Berkeley 94704
 has 3 / wants 2,3,5 / offers 1,2,3,4,5,6
 James J. Reynolds, 29, (415) 521-6358
 has 1 / wants 1,2,3,5 / offers 2,3,5
 Denis Bauke, 25, 610 Inverness Dr., Vallejo 94589, (707) 557-3893
 has 1 / wants 1,5 / offers 2,3
 Sergio Bracco, 39, 326 Evergreen Ave., Daly City 94104, 584-8400
 has 4 / wants 1 / offers 2,3,4
 Mark Daniels, 20, P.O. Box 963, Sutter Creek 95685 has 2 / wants 2,5 / offers 3,5
 Don Daley, 52, 1225-950 Vienna Dr., Sunnyvale 94089, (408) 734-9684
 has 3 / wants 1,2 / offers 1,2,4
 Herb Keltly, 42, (415) 321-9667
 has 2 / wants 1,5 / offers 1,2,3
 Wayne A. Sechrist, 44, (415) 724-3479, 1537 Mann Dr., Pinole 94564
 has 1 / wants 1 / offers 3
 Jon Marting, 31, 220 Redwood Hwy. #181, Mill Valley 94941, (415) 383-5420
 has 1 / wants 1,5 / offers 3
 Timothy M. Lyon, 42, (916) 331-7089
 has 1 / wants 2,3,5 / offers 4,5
 Steve Bertken, 27, (415) 523-2765, 2335 34th Ave., San Francisco 94116
 has 2 / wants 1,5 / offers 2,3
 David Evraets, 20, 2576 Pillsbury Rd., Chico 95926
 has 3 / wants 2 / offers 2,3
 Stephen Grinnel, 25, (415) 422-0707
 has 3 / wants 1 / offers 3
 Bill Horning, 45, (408) 746-3565/w
 has 3 / wants 1,3 / offers 2,3,5,6
 Alex Kovner, 40, (415) 485-0176/h, (415) 545-9169/w
 has 3 / wants 2,3 / offers 1,2,3
 Bill Strong, 55, (916) 920-2785
 has 3 / wants 2,5 / offers 1,3,4
 Curt Muehl, 50, (408) 226-0616
 has 3 / wants 2 / offers 1,2,3
 Wayne Edney, 34, (916) 677-4362
 has 2 / wants 1 / offers 3
 Ed Jordan, 42, (415) 790-3511, (415) 796-9040/w
 has 2 / wants 1,5 / offers 6
 Dean D. Noble, 39, (415) 791-8849
 has 1 / wants 1,2 / offers 2,3,5
 Ed Voigt, 43, (415) 781-5092, 371A Chestnut St., San Francisco 94133
 has 2,3 / wants 2,3,5 / offers 1,2,3,4
 Peter Schmlidt, 30, 3957 McLaughlin, LA 90066, (213) 391-8511/h/825-3201/w
 has 3 / wants 2 / offers 1,5
 Kurt Holland, 22, 3712 Anza St., San Francisco 94121, 387-8294, 864-0350/msg.
 has 2 / wants 1,3 / offer 2,3
 Mike Myers, 41, (415) 791-2773, 919 Mowry #76, Fremont 94536
 has 3 / wants 1 / offers 3
 Bill Van Dervoort, 35, (415) 969-1475
 has 3 / wants 1 / offers 2
 Mark White, 30, (415) 921-8897
 has 2 / wants 1,2,3,4,5 / offers 1,3,5
 Reggie Tucker, 33, (415) 525-0460, 155 5th St., 4th Floor, San Francisco 94103
 has 3 / wants 1 / offers 2
 J. Peter White, 27, 230-C Edith St., Petaluma 94952
 has 1 / wants 3 / offers 1,3
 Ron Ellsworth, 36, (415) 222-0497/h, (707) 553-5533/o
 has 3 / wants 1 / offers 3
 Dale Winlow, 26, P.O. Box 507, Mill Valley 94941, (415) 383-4019/h
 has 3 / wants 2 / offers 2,3
 Gregory C. Butler, 30, 228 Atbol #6, Oakland 94606, 451-6251
 has 2 / wants 1,2,3,5 / offers 1,2,3,5,6
 Ray Mallette, 29, (408) 293-6296, San Jose
 has 2 / wants 2,5 / offers 1,2,3,5
 Helno Nicolai, 31, 1077 Camino Ramon, San Jose 95125
 has 1 / wants 1,2,5 / offers 3,5,6
 Guy Fanelli, 30, (707) 575-8481
 has 3 / wants 1 / offers 2,3,4,5
 Russ Boudreau, 27, (415) 523-0717/h, (415) 986-4166/w
 has 3 / wants 2,3 / offers 1,3
 Ron J. Poulos, 29, (619) 481-8182 x.220/w; (619) 942-5263/h, Cardiff by the Sea
 has 3 / wants 2 / offers 1,3
 Jack Brummel, 32, 642-4670/d, 845-5579/e
 wants 1 / offers 5
 Murray Kallish, 29, 387-4277/h, 398-6600/w
 has 2 / wants 1,2,3,5 / offers 3
 Jim Rowland, 38, 2320 Le Conte #3, Berkeley, 644-1025/h, 392-2670/w
 has 2 / wants 2 / offers 1,3,4

MEN TO CREW ON CRUISING BOATS

James Nelson, 32, 986-6749
 has 3 / wants 2 / offers 1,3,5
 Steve Cosbey, 36, 333-3482
 has 3 / wants 4,5 / offers 1,2,3,5
 Bill Conroy, 56, (415) 838-2226
 has 2 / wants 1,3 / offers 1,3
 Len Tiemann, 46, (415) 792-1539
 has 4 / wants 1 / offers 3,4
 Peter Goddard, 33, 55 Tan Oak Circle, San Rafael 94903
 has 2 / wants 1,5 / offers 1,3,5
 Richard Kurz, 32, 1567 Masonic, San Francisco 94117, 665-5083
 has 2 / wants 1,5 / offers 1,3
 Norman De Vall, 43, (707) 937-0123, P.O. Box 746, Mendocino 95460
 has 4 / wants 3,5 / offers 1,2,4,5
 Steven M. Johnson, 36, 989-6714 (h), 421-5134 (w)
 has 3 / wants 1,2 / offers 1,2,3,4,5
 Philip Moss, 37, (415) 825-5675, 1530 Ellis St., Concord 94520
 has 1 / wants 1 / offers 3
 Ken Moss, 36, (415) 825-5675 (msg), c/o 1530 Ellis St., Concord 94520
 has 1 / wants 1 / offers 2,3
 Joseph Heinen, 29, 1015 3rd St. #9, Santa Monica 90403
 has 3 / wants 2,3,5 / offers 1,3,5
 Joe Kane, 30, (415) 332-1716/w, (415) 771-8012/h, 1950 Jones #5, San Francisco
 has 3 / wants 1,2 / offers 1,3
 Chris Vangelos, 25, (415) 435-9393, 10 Roseville Ct., Tiburon 94920
 has 2 / wants 1,2,3 / offers 1,2,3,5
 Dan Rausch, 35, (415) 857-6689 (d)
 has 1 / wants 1,3 / offers 1,3,5
 Rob Buick, 30, (415) 387-1503
 has 2 / wants 1,2,5 / offers 1,2,3
 Steve Thatcher, 31, (707) 869-0758
 has 1 / wants 2,3,5 / offers 1,2,3,5
 Brian Galbreath, 25, (415) 967-5374, 64 Paul Ave., Mountain View
 has 2 / wants 1,5 / offers 1,3
 Greg Fuller, 31, (415) 992-4784, 202 Palisades Drive, Daly City 94015
 has 3 / wants 1 / offers 3
 W.L. Snyder, 37, (415) 458-5261
 has 3 / wants 1 / offers 2,3
 Kim Dunn, 50, 428-0234, 881-1583, 54 El Camino Real, Berkeley 94705
 has 3 / wants 2,5 / offers 1,2,3
 Donald Fleming, 45, 11 So. Meramec #1410, Clayton MO 63105, (314) 863-9400
 has 3 / wants 2 / offers 1,3,6
 Bob Ryan, 38, (415) 964-5909, 600 Rainbow #106, Mt. View 94041 has 2 / wants 1
 Jon Skullestad, 20, 495 Wardell Ct., Saratoga 95070
 has 1 / wants 1,2,3,4,5 / offers 2,3,5,6
 JJ Vamvaklas, 23, (512) 815-2620/Kerrville, TX; 2580 22nd Ave., San Francisco
 has 2,3 / wants 2 / offers 3,5
 Romeo D. Danals, Jr., 37, P.O. Box 8654, San Jose 95155, (408) 287-9150
 has 2 / wants 1,4,5 / offers 1,2,3,5
 David C. Hock, 36, 843-1775, 820-2000 x.493
 has 2 / wants 1 / offers 1,2,3,5
 Alan Nevl, 23, 375 14th Ave., San Francisco 94118, 386-8543
 has 2 / wants 1,2,3 / offers 5
 Ron Perkins, 29, (415) 681-6718, San Francisco
 has 3 / wants 1,2,5 / offers 1,2,3,5
 Dale Speroni, 43, 552-2426, 41 Lyon, San Francisco 94117
 has 3 / wants 1 / offers 3,5
 John W. Coleman, 19, 1880 Page St. #3-1, San Francisco, (415) 387-1104
 has 2 / wants 2,3,4,5 / offers 3,5
 Walt Boyling, ?, (415) 933-3344
 has 1,4 / offers 1,2,3,5 / offers 1,2,3,5
 John Bagousse, 28, (415) 828-1245, 9713 Alcosta Blvd., San Ramon
 has 4 / wants 2,3,5 / offers 2,3,4,5,6
 Rick Figueroa, 48, (415) 763-1095
 has 1 / wants 1 / offers 2
 Steven Levine, 27, (415) 672-8254
 has 3 / wants 1,2
 Steven Lewis, 22, 2504 Otis Drive, Alameda 94501, (415) 522-4549
 has 2 / wants 2,3 / offers 1,2,3,5
 Todd Cook, 29, P.O. Box 11363, San Francisco 94101 has 2 / wants 1 / offers 3,5
 John Poggil, 38, (415) 324-2721/w, 366-2571/h, 1003 Fulton St., Redwood City
 has 3,4 / wants 1,2,3 / offers 1,3,5
 Jon Michael Ahrens, 37, 109 Minna #431, San Francisco 94105, (415) 788-6465
 has 1 / wants 1 / offers 2,3,5
 Patrick J. Hwang, 30, (408) 559-4822 (h), (408) 735-3801 (w)
 has 4 / wants 1,5 / offers 2,3,4,5
 George Shaver III, 20, (415) 874-3229
 has 3 / wants 1,2 / offers 3,5
 George Shaver Jr., 55, (415) 874-3229
 has 3 / wants 1 / offers 1,3
 Stan Zaroda, 28, (415) 322-2538, 346 Bryant, Palo Alto 94301
 has 2 / wants 1,5 / offers 1,2
 Jerry Cody, 31, 431-3514
 has 2 / wants 1,5 / offers 3,5
 Craig Johnson, 21, Monterey Bay Yacht Center, 624-2847 (h), (408) 375-2002 (w)
 has 3,4 / wants 2,3,5 / offers 1,3,4
 Sy Gold, 50, (916) 753-2001
 has 3 / wants 1,2 / offers 1,3

MEN TO CREW ON CRUISING BOATS

Matt Novak, 33, 653-9356, Berkeley.....has 3 / wants 1,5 / offers 2,3,5
Mike Clifton, 37, (408) 438-5556, Santa Cruz.....has 3 / wants 5 / offers 2,3,4
Thomas Martin, 27, 470 Faxon, San Francisco 94112, 469-7813 (h), 622-8126 (w)
.....has 3 / wants 1,2,5 / offers 2,3,5
Douglas R. Slain, 37, 398-5171.....has 2 / wants 1,2,5 / offers 1,4,6
Dana E. Hill, 33, 370 Fifth Ave., Santa Cruz, (408) 462-0639
.....has 3 / wants 1,5 / offers 1,3
Jerry W. Gerald, 44, 768-2143.....has 3 / wants 1 / offers 2,3,5
James N. Carmichael, 24, 2221 Ward St., Berkeley 94705
.....has 2 / wants 1,2,5 / offers 3,5
John Goubeaux, 24, 236 San Julian, Santa Barbara 93109, (805) 962-4305
.....has 3 / wants 1,2,3,5 / offers 2,3,5,6
Al Delgado, 52, (415) 930-8430, 430 N. Civic #503, Walnut Creek 94596
.....has 2 / wants 1,2,3,5 / offers 1,2,3,4,5
Roger Blevins, 45, (415) 846-0938.....has 3 / wants 1,5 / offers 1,3,5
Ed Drozek, 42, (415) 498-7133/7187, (415) 538-5260 (e)
.....has 3 / wants 1,3,5 / offers 1,2,3,4,5
Barry Shrier, 22, (415) 776-1347, 1350A Filbert, San Francisco 94109
.....has 3 / wants 1,2,3,5 / offers 2,3,5
Don Bragg, 24, (415) 234-6688.....has 3 / wants 1,2,5 / offers 2,3,5,6
Timothy W. Singler, 40, (415) 323-4461, 505 Hamilton Ave.#107, Palo Alto 94301
.....has 3 / wants 1,5 / offers 1,2,3,5
Jim Dietz, M.D. 30, 331-2309.....has 3 / wants 2,3 / offers 1,3,5
Martin Cooper, 35, 1136 Haight St., San Francisco 94117, 552-0323
.....has 3 / wants 2,3,5 / offers 1,3,5
Frank Magnotta, 37, 947-4463, Lafayette.....has 3 / wants 1,2,3 / offers 1,2,3,4,5
Bill Kerrigan, 48, 4611 Gentry Lane, Carson City, NV 89701
.....has 3 / wants 1 / offers 1,2,3,5
Ronald J. Kriss, 26, (415) 893-8352.....has 2 / wants 1 / offers 1,2,3
Hans van Boldrik, 33, 332-3096.....has 3 / wants 1,3 / offers 1,2,3,5
Pat Ireland, 34, 687-8542, 4853 Spaniel Ct., Concord 94521
.....has 2 / wants 2,5 / offers 2,3
Gregg Wrisley, 27, 39 Roque Moraes Ct. #5, Mill Valley 94941, 383-8308
.....has 3 / wants 2,5 / offers 1,3,5
Dan Wynne, 32, 221-0805, San Francisco.....has 2 / wants 1 / offers 1,2,3,5
Eric Wann, 25, (415) 365-0632.....has 3 / wants 2,3,5 / offers 1,3,5
Clif Jarman, 51, (415) 273-7359, (707) 864-8172, 4900 Silverado Dr., Suisun
.....has 3 / wants 1,2,5 / offers 1,3,5
Rick Garcia, 30, (805) 969-1837.....has 1 / wants 1,2,3,5 / offers 1,3,5
Jeff Toreson, 30, 1532 Beechwood Dr., Martinez 94553, (415) 229-1554
.....has 2 / wants 1 / offers 3,5
Rick Kowall, 45, (415) 835-4230/w, (415) 655-9469/h
.....has 3,4 / wants 2 / offers 1,2,3
Arnold Susman, 50, (408) 985-8862 (0800-1600 only).....has 1 / wants 1 / offers 3
Richard E. Silva, 31, (415) 562-5452, 60 Sunnyside Dr., San Leandro
.....has 3 / wants 1,2,3,5 / offers 1,2,3,5
K. Koffel, 30, 540-7407.....has 3 / wants 1,2,3,5 / offers 1,3,5,6
Marvin Burke, 42, 892-7793.....has 4 / wants 2,5 / offers 1,2,3,4,5
Ken Willrich, 49, 975 North St., Greenwich, CT 06830, (203) 869-1520
.....has 2 / wants 1,3 / offers 1,2,3,5

WOMEN TO CREW ON CRUISING BOATS

Here's the second list. This is one of women who want to crew on a cruising boat. This is *not* a personal want ads section! As far as we're concerned, everyone who signs up on the list is interested in exactly what they say they are. If you think what they *really* want is a little hanky panky in the forepeak, don't use this List. Some of the women use just a first name or even their initials. That's fine with us. Phone numbers may be either at home or work, so plan your calls accordingly. And mind your manners!

Following the women's list is another one for couples looking to crew. The codes for both of these is exactly the same as for the men's category. Go to it!

WOMEN TO CREW ON CRUISING BOATS

Kris Gothe, 32, 386-5198.....has 1 / wants 1 / offers 3,5
Phyllis Ashmead, 28, 1141 Evelyn Ave., Albany 94706, (415) 526-6254
.....has 3 / wants 1,5 / offers 3,5
Abigail, 30, 563-7926.....has 1 / wants 1 / offers 3
Virginia Newell, 44, (707) 528-7260.....has 2 / wants 1,2 / offers 3
Beth Weissman, 26, (415) 681-8695.....has 1 / wants 1,5 / offers 1,2,5
Pat, 37, 531-2085.....has 2 / wants 1,2 / offers 3,5
Peggy Peterson, 36, 6116 Merced Ave. #142, Oakland 94611
.....has 2 / wants 1 / offers 3,5
Corrine Kulsar, 24, 857-0465, Palo Alto.....has 2 / wants 2,3 / offers 1,3,5
Sharol Smith, 32, 482 W. Maple Way, Woodside 94062
.....has 4 / wants 2 / offers 3,5
Cindy Gibbons, 27, 20635 White Oak Ct., Sonoma 95370
.....has 2 / wants 1,2,5 / offers 3,5,6
Carol Steger, 35, (415) 457-1793.....has 1 / wants 1 / offers 3
Martha Berner, 25, 2721 Stuart St., Berkeley 94705.....has 2 / wants 2 / offers 3,5
Sherard Russell, 31, (408) 649-5232, 228 19th St., Pacific Grove 93950
.....has 3 / wants 1,2,5 / offers 1,5
Patsy, 31, (408) 737-0293.....has 2 / wants 1 / offers 3
Sheri Winters, 22, 1710 Indian Gardens, Clear Lake 95422
.....has 1 / wants 2,3 / offers 3,5,6
Jane, 25, 451-0110.....has 2 / wants 1,5 / offers 3,5,6
Rebecca Garnett, 21, c/o 583 Spruce St., Berkeley 94707
.....has 1 / wants 2 / offers 1,3,5,6
Georgie, 50, (415) 479-7194.....has 3 / wants 1 / offers 5
Roberta I. Campos, 32, (415) 526-7776, El Cerrito.....has 1 / wants 1,5 / offers 1,5
Janie, 45, P.O. Box 596, Belvedere-Tiburon 94920
.....has 3 / wants 1,2,5 / offers 1,3,5,6
Bev Barth, 40, P.O. Box 23882, Pleasant Hill 94523.....has 2 / wants 1 / offers 3,5,6
Judi Cowell, 24, Box 1031, Sonoma 95476, h/(707) 557-4096/525-1400 x.3767/w
.....has 2 / wants 1,2,3 / offers 2,3,5,6
Elizabeth Snyder, 42, 685-1139/h, 540-2935/w.....has 3 / wants 1 / offers 3,5
Joanna Howard, 44, 839-9950, 637 Hillsborough, Oakland 94606
.....has 2 / wants 1,4,5 / offers 3,5
Barbara, 45, (408) 353-1877.....has 2 / wants 1,3 / offers 1,3,5
JoLene Cruse, 33, 36 Corte De Oro, Moraga 94556.....has 1 / wants 1 / offers 3,5,6
Annie F., 32, (415) 931-1421.....has 2 / wants 1 / offers 3,5
Tamara Collins, 42, (415) 435-4387, Tiburon.....has 2 / wants 1 / offers 3,5
Nancy Balles, 34, 591-5717/h, 588-8624/w, 507 Alameda, Belmont 94002
.....has 3 / wants 1
Good Ketch, 24, 16 California St. #505, San Francisco
.....has 1 / wants 1 / offers 3,5,6
JoAnn, 34, 947-1037.....has 1 / wants 1 / offers 3,5
Starboard Sally, 22, 16 California #505, San Francisco
.....has 1 / wants 1 / offers 3
Sexy Sloop, 22, 16 California #505, San Francisco.....has 1 / wants 1 / offers 5,6
Mary Martinez, 37, (707) 938-0674, (415) 553-0261/msg, Box 534, Sonoma 95476
.....has 2 / wants 1,2,5 / offers 1,3,5
Tracy Panttaja, 28, 195 22nd Ave., San Francisco, 387-2307 (after 6)
.....has 1 / wants 1,2,3,5 / offers 3,5,6
Lynn Horn, 34, (415) 221-1185, 754 36th Ave., San Francisco
.....has 1 / wants 1 / offers 3,5
Diana, 35, 1850 Union St. #67, San Francisco 94123.....has 2 / wants 1 / offers 3
Carolyn Patrick, 38, 332-9357.....has 3 / wants 1,2
Patti O'Neal, 29, 747 Teresita Blvd., San Francisco, (415) 334-2224
.....has 3 / wants 1,2,5 / offers 3,5
Christine Torrington, 2200 Sacramento#1505, S.F., h/921-6333;986-6767/w
.....has 3 / wants 1
Marcy Belton, 26, 649 N. Rossmore #200, Los Angeles 90004, (213) 463-0470
.....has 1 / wants 2 / offers 1,5,6
Adrienne Krause, 33, 232-7183.....has 2 / wants 1 / offers 3,5
Beverly Davilla, 30, (408) 280-5067.....has 1 / wants 1,2,5 / offers 3,5
J.J., 26, 334-6386.....has 1 / wants 1 / offers 3,5,6
Sharon L. Baker, 34, 623 Main St., Juneau, Alaska 99801
.....has 2 / wants 1,3,5 / offers 3,5,6
Linda Dunn, 36, 524-9199.....has 2 / wants 1 / offers 5,6
Linda J. Barncord, 28, 238 Louis Ct., Livermore, (415) 422-2459/w; 443-8229/h
.....has 2 / wants 1,2,3,5 / offers 3,5,6
Helen Georgina Cain, 24, UK (08055) 219, England; (415) 661-1739 (S.F. msg)
.....has 4 / wants 2 / offers 3,4,5
Gladys Zygodlo, 28, P.O. Box 11363, San Francisco 94101
.....has 2 / wants 1 / offers 3,5
Annmarie H. Verleni, over 30, 1398 Dale, Mt. View 94040, (415) 969-4837
.....has 3 / wants 1,2,3,4,5 / offers 5,6

THE CRUISING

WOMEN TO CREW ON CRUISING BOATS

Terese Schwartz, 35, 331-2406, Sausalito. has 2 / wants 1,2,4,5 / offers 1,2,3,5,6
M.L. Higgins, 39, (415) 931-4674. has 3 / wants 1 / offers 3,5,6
Debbie McLeod, 28, (415) 431-4718. has 1 / wants 1 / offers 5,6
Kathleen Rogge, 34, (415) 892-4094. has 3 / wants 1,2,3,4,5 / offers 1,3
Ellen F. Thomas, 33, (415) 435-4140, Tiburon. has 1 / wants 1 / offers 3,5
Laurie, 24, (415) 655-7245. has 1 / wants 1,5 / offers 1,3,5
Sue, 30, (415) 387-7390. has 3 / wants 1,2,3,5 / offers 1,3,5
Kim Rodman, 24, 922-8412, San Francisco. has 4 / wants 1,2 / offers 3,5
Denise, 30, Box 3790, San Diego 92103. has 2 / wants 5 / offers 1,3,5,6
Linda A. Myer, 32, (707) 545-3241, Santa Rosa. has 2 / wants 1 / offers 3,5
Barbara J. Urmann, 28, (707) 795-9201, Cotati
. has 1 / wants 1,2,4,5 / offers 1,3,5,6
Carol Gould, 33, 661-9718, 1287A Third Ave., San Francisco
. has 2 / wants 1 / offers 5
Martha Kimble, 2, 653-7904. has 2 / wants 1,3,5 / offers 2,3,5
Lynn, 36, (415) 282-6628. has 3 / wants 1,2 / offers 1,3,5
Julia Jackson, 39, 944-1976, 1005 Alfred Ave., Walnut Creek
. has 2 / wants 1 / offers 5
Carole, 32, (415) 851-3795. has 2 / wants 1,2,3,4,5 / offers 3,5,6
Sunny, 44, P.O. Box 4871, Walnut Creek, 94596, (415) 932-8954
. has 3 / wants 1,2,5 / offers 1,3,4,5,6
Helen L. Thomas, 55, (415) 967-7527. has 2 / wants 1,4,5 / offers 3,5,6
Susan Hall, 39, 524-7939. has 2 / wants 1 / offers 5,6
Pat Baumbach, 32, (415) 787-2134. has 2 / wants 1,5 / offers 5
Fran Winchwench, 33, (415) 441-1454. has 2 / wants 1,2,5 / offers 3,5,6
Shealon McGowan, 22, 522-2353, Alameda. has 3 / wants 1,2,3,4,5 / offers 3,5,6
Teri Perez, 33, P.O. Box 2091, Los Gatos 95031, (408) 947-0633 x.34 (w)
. has 3 / wants 1 / offers 5,6
Carson, 31, 388-3663. has 2/3 / wants 1,2,3,5 / offers 3,5,6
Barbara Madel Bell, 38, (415) 932-1962. has 2,3 / wants 1,2,3,5 / offers 1,3,5,6
Joan E. Manning, 31, (415) 768-5228 (w); (415) 778-0206 (h)
. has 1 / wants 1,3,5 / offers 3,5,6
Sandy Crumpton, 34, (415) 495-8811 x.319 (w); (415) 673-7603 (h)
. has 2 / wants 1 / offers 3,5
Pam Schiro, 35, (415) 236-0493; 540-3101 (w). has 2 / wants 1,2,3 / offers 1,3,5
Lynn Muros, 29, 332-7207, Sausalito. has 2 / wants 1,4,5 / offers 3,5,6
Liz, 28, (415) 323-6441. has 2 / wants 1 / offers 3,5,6
Sissela Danielson, 23, 642-4000 (w), Berkeley. has 2 / wants 2,5 / offers 3,5,6
Nancy B. Hill 40, (707) 553-5533 (w), 228 Broadway, Vallejo 94590
. has 2 / wants 1 / offers 5
Stacy Cooper, 27, 328-0952. has 3 / wants 1,2 / offers 1,3,5
Sandy Troy, 33, Box 1715, Martinez 94553. has 2 / wants 1 / offers 1,3,5
Sue Kreipke, 30, (415) 387-7390. has 2 / wants 1,2,3,5 / offers 3,5
Patty, 40, 769-8303, Alameda. has 2 / wants 1,5
Jane, 30, (415) 521-9512. has 2 / wants 1 / offers 3,5
Kathy McNulty, 36, P.O. Box 2338, Alameda 94501, 521-6995 has 3 / wants 1,4,5
Valerie Anne Taylor, 23, 2525 Solano #A, Shell Beach, (805) 773-5946/595-2381
. has 1,2 / wants 2,3,5 / offers 3,5
Ellie Sluis, 48, 1079 Pineland Dr., Redding 96002, (916) 223-6279
. has 2 / wants 1,2,3 / offers 1,3,5,6
Leigh Francis, 29, 634 62nd St., Oakland, 655-3112 (after 7 pm)
. has 3 / wants 1,2,3 / offers 3,5
Arlene, 36, (707) 584-7605. has 1 / wants 1,3,5 / offers 1,5,6
Pam, 38, 454-3000. has 3 / wants 1,2,3,5 / offers 1,3,5,6
Andree Jackson, 26, 23 Austin Ave., Atherton 94025, 368-5169 (5-9 pm)
. has 2 / wants 1 / offers 3,5
Maureen, 31, (408) 998-3420. has 2 / wants 1 / offers 3,5
Pamela Dunn, 24, 331-3470. has 2 / wants 2,4,5 / offers 1,3,5
Polly Birtwistle, 40ish, 584-8399. has 2 / wants 1 / offers 3,5,6
Jennifer Gomez, 33, (415) 441-1870. has 2 / wants 1 / offers 1,5,6
Amy, 28, P.O. 2, Redwood Estates 95044. has 2 / wants 2 / offers 2,3,5
Toby Cohen, over 40, 5341 No. High St. #402, Columbus, Ohio 43214
. has 1,2 / wants 2,3 / offers 1,3,5
Amyre, 38, 1433 Citrus Ave., Chico 95926. has 1 / wants 1,2,5 / offers 1,5,6
Kelli Slaughter, 26, 752-9932. has 1 / wants 5 / offers 1,3,5
Kristine J. Scott, 35, 52 Varda Landing Rd., Sausalito 94965, 331-5268
. has 2 / wants 1,2,5 / offers 1,3,5
Mavis Windfeldt, N/A, (415) 828-5610 (bus.). has 3 / wants 1 / offers 3,5,6
Enid, 35, 849-1388 (msgs). has 2 / wants 1 / offers 3,5
Sharon Holmes, 41, (408) 446-3972. has 2 / wants 1 / offers 3,5
Tamar Truesdell, 37, 101 Ashbury St., San Francisco 94117
. has 1 / wants 5 / offers 1,3,5,6
Connie Jensen, 23, (415) 751-9167. has 1 / wants 1 / offers 3,5,6
Susan August, 29, (415) 383-1379. has 2 / wants 1 / offers 5,6

WOMEN TO CREW ON CRUISING BOATS

Amber White, 41, 653-0859. has 4 / wants 1 / offers 3,5
Kathy Ward, 29, (916) 968-8975. has 2 / wants 3,5 / offers 1,3,5
Dominique J. Beccat, 33, (415) 857-6705 (d); (415) 595-0437 (e)
. has 3 / wants 1,5 / offers 3,4,5
Marti Sheldon, 31, 541-6821 (d), 435-1798 (e/wknd). has 1 / wants 1 / offers 5,6
Donna Rahe, 26, 541-6887 (w), 668-3081 (h). has 1 / wants 1 / offers 5
Pat Furney, 32, c/o Total Look, 6658 Alhambra, Martinez 94553
. has 1 / wants 1 / offers 5,6
Rya, 39, P.O. Box 620574, Woodside 94062. has 2 / wants 1 / offers 3,5,6
Linda Schoenberger, 40, 383-6137, 32 Meadow Dr., Mill Valley 94941
. has 1 / wants 1 / offers 3,5
Helen Marie Hirtz, 29, 30 Andrew Dr. #122, Tiburon 94920, 383-6382
. has 1 / wants 1,2,5 / offers 3
Shessa, 33, 826-5847, 3666 26th St., San Francisco 94110
. has 2 / wants 1,2,3,5 / offers 1,2,3,4,5,6
Joan Emerson, 30, 893-6173. has 2 / wants 3,5
Pat, 27, 673-0444. has 3 / wants 1,4 / offers 3,5
Barbara Culver, 30, (415) 346-0841. has 2 / wants 1 / offers 3,5
Lynda, 33, 461-0478 (h), 474-6600 (w). has 1,2 / wants 1 / offers 1,5,6
Margaret, 28, (415) 346-6592. has 2 / wants 1 / offers 3,5
Claire, 38, (415) 346-6592, (707) 744-1539. has 3 / wants 1
Marsha Kohler, 37, (415) 497-7512/w; (415) 961-6508/h
. has 1 / wants 1,2,3,5 / offers 1,3,5,6
Cheryl, 35, 824-3607. has 2 / wants 1 / offers 3,6
Linda Salee, 25, 398-6400 (w). has 2 / wants 1 / offers 3,5,6
Cathy Rowboat, 35, (415) 845-1833, P.O. Box 976, Berkeley 94701
. has 3 / wants 1,2,4,5 / offers 1,3,5,6
Jeana Levinthal M.D., 61, (707) 762-5215. has 3 / wants 1 / offers 1,3,5
Hilary, 37, (415) 658-6173. has 3 / wants 1,3 / offers 1,3
Colleen M. Cowles, 28, 658-6173. has 1 / wants 1 / offers 3,5
Patti Brady, 34, 863-1258, 522 Utah St., San Francisco 94110
. has 2 / wants 1 / offers 3,5
Alexa Knight, 34, 522-7422. has 2 / wants 1
Geri, 50, 846-9562 (e), 881-6679 (d). has 3 / wants 1 / offers 3,5
Lynda Waleri, 32, P.O. Box 6782, Oakland 94614 has 3 / wants 2,4,5 / offers 1,3,5
Diana Fletcher, 34, (415) 392-2974. has 2 / wants 1 / offers 3,5
Vicki Clucas, 30, 1450 1/2 Hawthorne Terr., Berkeley 94708, (415) 540-6887
. has 2 / wants 1,2,3,5 / offers 3,5,6
Mickey, 38, 435-1659. has 2 / wants 1,5 / offers 1,3,5,6
Cindy, 36, 332-8591. has 4 / wants 1 / offers 3,5,6
Shelley C. Gebert, 37, (415) 367-0808 (b), (415) 967-5191 (h)
. has 2 / wants 3,5 / offers 1,6
Deidre, 37, 331-2406. has 2,3 / wants 1,2,3,5 / offers 3,5,6
Ellen Moore, 55, (415) 435-2453. has 3 / wants 1,3,5 / offers 1,3,5
Kathy Hansen, 33, P.O. Box 160, Fort Bragg 95437. has 4 / wants 2 / offers 1,5
Polly Salfide, 34, P.O. Box 9033, San Rafael 94912, 453-8648 or 883-0474
. has 3,4 / wants 1,2,3,5 / offers 1,3,5,6
Judy Groff, 45, (415) 964-8954. has 3 / wants 1,2,3,5 / offers 1,3,5
Diana Mayes, 36, 563-0788 (w), 435-2163 (h). has 3 / wants 1 / offers 3
Louise Pender, 34, (408) 275-9964. has 3 / wants 1 / offers 3,5
Michelle, 31, 681-9608. has 1 / wants 1 / offers 3,5,6
Kate, 30, 30 Gardenside #3, San Francisco. has 2 / wants 2 / offers 3,5
Dana Hoffett, 21, 2729 Derby, Berkeley 94705. has 1 / wants 1,2 / offers 1,3,5
Michelle Price, 31, 339-2347 (h), 676-9768 (w). has 3 / wants 1,2,3,5 / offers 3,5
C. DaMassa, 35, 457-7548. has 2 / wants 1,5 / offers 1,3,5
Faye Hayertz, 37, 461-4455. has 1 / wants 1 / offers 5
Julane Braskamp, 30-35, 924-6365. has 2 / wants 1,2
Sharon Flood, 45, 359-7641 (h), 442-7394 (o). has 2 / wants 1 / offers 3,5
Helen Hancock, 39, (206) 632-6954. has 2 / wants 1,2,3 / offers 1,3,5
Lorraine Anderson, 33, 821-1290. has 2 / wants 1,3,5 / offers 3,5,6
Lynn Colyer, 31, 921-0574, San Francisco. has 1 / wants 1 / offers 6
Cathy Winn, 38, 735 Roble #2, Menlo Park 94025. has 1 / wants 1,4 / offers 3,5
Heidi Glover, 33, 1613 Bridgeway, Sausalito, 331-3128
. has 3 / wants 1,2,4,5 / offers 1,3,5,6
Orian Quintal, 27, 475-4463, 2404 Harper St., Santa Cruz 95062
. has 4 / wants 2 / offers 1,3,5
Kathy Marshall, 27, (415) 321-4071 (h), (415) 960-3990 (w)
. has 2 / wants 1,2 / offers 3,5,6
Celia, 29, (415) 845-8393. has 2 / wants 1 / offers 3,5
Michele Helms, 39, (408) 476-5061, P.O. Box 352, Capitola 95010
. has 3 / wants 1,2,5 / offers 3,5
Helen Paterson, 48, (415) 931-4763. has 4 / wants 1,3 / offers 3,5

WOMEN TO CREW ON CRUISING BOATS

Kate, 31, 763-4408.....has 2 / wants 1,4 / offers 3,5,6
 Susie Bell, 35, P.O. Box 1436, El Granada 94018...has 2 / wants 1 / offers 3,5,6
 Linda Graf, 26, 332-8502.....has 2 / wants 1,2,3,5 / offers 1,3,5
 Gordie, ?, 331-3024, Sausalito.....has 4 / wants 1 / offers 3,5
 Audre Beauchamp, 48, 1166 Quince Ave., Sunnyvale 94087, (408) 736-1637
has 2 / wants 1,5 / offers 1,3,4,5
 Miki Pryor, 39, (415) 661-1739 (h), 1227 Cole St., San Francisco 94117
has 4 / wants 1,2,5 / offers 5
 Laurie, 34, (415) 397-7111 (w—9-5, M-F).....has 2 / wants 1,4 / offers 1,5,6
 Jackie Schafer, 34, (408) 336-3175.....has 1,2 / wants 1,2,5 / offers 3,5
 Julia Borosewicz, 27, (408) 462-5523.....has 1,2 / wants 1,2,5 / offers 3,5
 Royann Musante, 37, (707) 762-1443.....has 3 / wants 1 / offers 3,5
 Darth Dunbar, 28, 573-0241, Foster City.....has 2 / wants 1,2,3 / offers 3,5
 Pat Schuler, 40, (415) 372-7258, 2038 Rainier Dr., Martinez
has 3 / wants 1,5 / offers 2,3,5
 Debi Dean, 29, 285-7884.....has 2 / wants 1,5 / offers 3,5,6
 Joyce Bell, mid-30's, 98 Main St. #253, Tiburon 94920
has 3 / wants 1,5 / offers 1,3,5,6
 Toni Chestnut, 39, 848-8287.....has 2 / wants 1 / offers 3,5,6
 Bonnie Russell, 33, 283-1234 (e).....has 2 / wants 1,5 / offers 5
 Jeannie, 32 +, (415) 968-4374.....has 1,2 / wants 1,2,5 / offers 3,5,6
 Mary Lou, 36, 453-8648.....has 3 / wants 1,2 / offers 3,5
 Jody Reeves, 24, 3824 Jacobs Ave., Eureka...has 3 / wants 2,3,5 / offers 3,4,5,6
 Wendy Graves, 22, 928-8001.....has 2 / wants 1,4,5 / offers 1,3,5,6
 Julie Meyer, 25, (415) 964-0143.....has 2 / wants 1 / offers 3
 Sherri Ann, 39, (707) 778-7020, San Rafael.....has 2 / wants 1,4 / offers 5
 Laurie, 26, 571-8461.....has 2 / wants 1,4 / offers 3,5,6
 Joanie, 31, (415) 726-7209.....has 4 / wants 1 / offers 1,3,4,5
 Susan Matulich, 34, (408) 722-3577/w, (408) 722-3710/h
has 3 / wants 1 / offers 3,5
 Fran Clader, 22, 459-3792.....has 2 / wants 1,3,5 / offers 3
 Dee, 27, (415) 324-0630.....has 2 / wants 1,3,5 / offers 5,6
 Ellen, 30, P.O. Box 1842, San Anselmo 94960
has 1 / wants 1,2,3,4,5 / offers 3,5,6
 Claire Byrne, 23, 863-0115.....has 2 / wants 5 / offers 3,5
 Marle Parker, 40, (408) 446-1300.....has 2 / wants 1 / offers 5
 Sandy Darrington, 40, 924-7683.....has 1 / wants 1 / offers 6
 B. Best, 38, (415) 697-2412.....has 3 / wants 1 / offers 3,5
 Grace DeGeorgis, 38, 6658 Alhambra Ave., Martinez 94553
has 1 / wants 1 / offers 5,6
 Darlene Carroll, 20, 835-1402.....has 1 / wants 1 / offers 3,5
 Barb Askey, 28, Box 23, Selawik, AK 99770, (907) 484-2138
has 1 / wants 2,5 / offers 1,3,5
 Hilary Anne Benson, 40, 521-8601, 1031 Camino Del Valle, Alameda 94501
has 2,3 / wants 1,2,5 / offers 1,3,5
 Heidi Anne Benson, 20, 1031 Camino Del Valle, Alameda, 521-8601 (after 5)
has 2,3 / wants 1,2 / offers 1,3,6
 Linda Ashley, 33, (408) 476-9368, Santa Cruz...has 4 / wants 2 / offers 1,2,3,5
 Debbie Campbell, 31, (415) 483-8934, 1400 Carpentier #110, San Leandro 94577
has 1 / wants 1,2,5 / offers 1,3
 Melissa Victoria Spear, 23, 1138 Green St., San Francisco, 94109, 776-6345
has 1 / wants 1 / offers 3,5,6
 Juanita Carmen, 29, 331-1303.....has 2 / wants 1,5 / offers 1,3,5
 Lonnie Jones, 33, P.O. Box 301, Lafayette 94549...has 2 / wants 1 / offers 3,5
 Marsha Wyman, 36, 477-2451 (days M-F).....has 2 / wants 1 / offers 5,6
 Susan Pearson, 39, (415) 327-4950, Palo Alto.....has 3 / wants 1 / offers 3,5
 Maggie McGurk, 38, 8377 Rasmussen Cir., Elverta 95626, (916) 991-5012
has 2 / wants 1,2,3,5 / offers 1,3,5
 Jean R. Karns, 40, (209) 847-4326, P.O. Box 250, Oakdale 95361
has 1 / wants 1 / offers 5
 H. Sherman, 32, (213) 255-3696 (e/M-F).....has 1 / wants 1,5
 Willy/Red Gruenthal, 28/40, (916) 695-1194...have 1 / want 1,2,5 / offer 1,2,3,5,6

COUPLES TO CREW ON CRUISING BOATS

Terry/Cindy Pence, 24, (415) 846-8149.....have 2 / want 1,5 / offer 1,3,5
 Jan Kalyani/Stephen Lochner, 35/36, (707) 829-1673, 3710 Hicks, Sebastopol
have 2 / want 1,2,5 / offer 1,3,5

COUPLES TO CREW ON CRUISING BOATS

Ginny Puddefoot/Steve Reynolds, 24/26, 1340 Lombard #205, S.F., 771-0245
have 2 / want 1,2,3,4,5 / offer 1,3,5
 Carla/Paul, 26, (415) 572-8054.....have 3/4 / want 1 / offer 2/3
 Dave/Mary Caselli, 38/32, (209) 826-5581.....have 4 / want 2,5 / offer 2,4,5
 Jim/Pam Byrne, 31/26, (707) 224-3310/d, (707) 253-5355/e
have 2/3 / want 2,5 / offer 1
 John/Lynn Chille, 36/33, (408) 354-3182.....have 3 / want 1 / offer 2,3,4,5
 Dennis P./Sandy Davie, 35/27, (408) 423-1455...have 3 / want 2,3 / offer 1,2,3,5
 Gary/Donna Toedter, 25/29, 326 W. 14th, Davis, (916) 756-2096
have 2/3 / want 1,4 / offer 2,3,5
 Ken Lindahl/Lynn Fraley, 32/36, 848-3419.....have 1/3 / want 1 / offer 5
 Davie/Maureen Peters, 30, P.O. Box 6375, Concord 94520, 462-6600
have 2 / want 1 / offer 2,5,6
 Natalie/Dan, 25/24, 1527 8th St. C, Alameda 94501, 523-6630
have 1/2 / want 1 / offer 2,3,5,6
 Polly/David Hock, 33/36, 843-1775.....have 2 / want 1 / offer 1,2,3,5
 Sanford Evans/Shirley Foley, 52/40, (602) 888-8973/887-1132
have 3 / want 2,3,5 / offer 1,2,3,4,5,6

BOATS LOOKING FOR CREW TO CRUISE

Next we have the lists of people looking for crew to cruise with them. The code for them is printed below. We advise you to take a moment before you call anyone and ask yourself a few questions. Are you willing to commit yourself to helping these people sail their boats efficiently and safely? Are you willing to accept being wet, cold and miserable as a normal part of sailing? If you can't say yes to either one of these, then don't call!

The List for couples is followed by the ones for women and men.

CODE

My boat is a _____
 I plan to sail to _____ (Mexico, Hawaii, etc.)
 On this date: _____

I am looking for crew:

- 1 = That is male
- 2 = That is female
- 3 = Whose sex is unimportant

My crew should:

- 1 = Be willing to share expenses such as food and fuel
- 2 = Be willing to bust butt preparing the boat
- 3 = Have more desire than experience
- 4 = Have lots of ocean experience
- 5 = Know celestial navigation, *really* know it
- 6 = Have mechanical skills for engine, etc.
- 7 = Be unattached and unopposed to the possibility of a friendship blossoming
- 8 = Look good in a bikini

COUPLES WITH BOATS LOOKING FOR CRUISING CREW

Lou Kieff/Bill Walls, 38/42, Box 860, Guerneville 95446, 40' ketch, Coast/Mexico/Tahiti/So. Pac., 6/84.....want 1 / should 1,2,3,4,5,6
 Gail/Tudi Lundin, 50's, Box 77314, San Francisco 94107, (415) 565-6423/d, 38' Ingrid ketch, Bay/Coast, weekends/year round.....want 3 / should 1,2,3,4,6
 J/K Eaquinta, 35/31, Box 5174, So. San Francisco 94080, Fuji 35', Mexico/etc., summer '84.....want 3 / should 1,2,3

THE CRUISING

COUPLES WITH CRUISING BOATS

Donald/Madeline Johnson, 58/60, (408) 425-1766, 2019 East Cliff Dr., Santa Cruz 95062, Herreshoff 50, Europe, 5/1/84. want 3 / should 1
Steve Watson/Sandy Merkling, 38, 887-0326, Ericson 37, West
. want 3 / should 1
Howard Merrill/Carolyn Howell, 45/47, Box 453, Oakland 94668, Yamaha 36, Hawaii, July; Seattle/Victoria, Aug./Sept. want 3 / should 2,4,6
Alvaro Pastor/Pam Anderson, 37/34, 600 Plateau Dr., Kensington, (415) 526-7238, Formosa 46, Greece/Med. (boat there), summerwant 3 / should 1,2
Fred Waters/Wendy Robinson, 40/34, c/o Parker Robinson, 684 Marion, Palo Alto, (415) 322-7684, 50' Gaff topsail ketch, Tahiti/etc., 6/84. want 3 / should 1

WOMEN WITH BOATS LOOKING FOR CRUISING CREW

Vikki Weber, 38, 73 Knoll Rd., San Rafael 94901, 836-0910 x.251, Chris Craft 35 (sailboat), Bay/Delta/coastal. wants 3 / should 1,4,6
Phe Laws, 59, (415) 365-2080, Luders 33, Bay/Mexico, this autumn
. wants 3 / should 1,2,4,6
Georgie, 50, (415) 479-7194, Catalina 30, Bay/Delta. wants 3 / should 1,4
Paytra, 574 Magnolia, Larkspur 94939, 39 Van de Stadt, East coast/West coast, summer '84. wants 3 / should 1,2,4,5,6
Kate Barrett, 29, (415) 873-4044, Dreadnaught, Mexico/Marquesas/Tuamotus/Tahiti/Hawaii/S.F., late this year/return 11/85. wants 3 / should 1
Jeana Levinthal, M.D., 61, (707) 762-5215, Offshore 27, Delta/Bay, any weekend
. wants 3 / should 1,2,3,7
Carol Post, 3808 Rosecrans St.#285, San Diego 92110, 37' Islander pilot-house, San Diego-Cabo San Luc./Haw./west, 4/16/84wants 2 / should 4,5,6,7
Connie Ritchey, 27, Box 1362, Carmel Valley 93934, Newporter ketch, Tonga/Fiji/etc., late April. wants 3 / should 1,2

MEN WITH BOATS LOOKING FOR CRUISING CREW

Stephen Royce, 29, Box 869, Rancho Santa Fe 92067, (619) 756-1131, 41' gaff-rig schooner, Mediterranean from Bermuda, 5/84. wants 3 / should 1,2,3
Capt. Tuna "Jim Boyer", 47, 228-1662, Martinez, CT 41, Bay/Delta, wknds, '84
. wants 2 / should 1,2,3,7
Josiah R. Meyer II, 42, (415) 839-5480/w, (415) 654-9450/h, Dufour 27, Bay/Delta, anytime
. wants 3 / should 1,3
Bill Lutkenhouse, 57, 841-8723, Pacific 30, Mediterranean, '85
. wants 2 / should 1,8
Tim French, 35, (805) 654-0370, 1198 Navigator, Ventura 93003, 30' Friendship sloop, Mexico/Costa Rica, 1/85. wants 2 / should 1,3,7,8
Fred Siedow, 48, (408) 226-1763, 1286 Stayner Rd., San Jose 95121, Rawson 30, Bay/Delta/beyond?, anytime
. wants 2 / should 2,3,7,8
C.R. 48, 332-0145, new 40' offshore cruising sloop, Caribbean thru Panama, 11/84. wants 3 / should 1,2,7,8
Bob Tiews, 34, P.O. Box 4526, Vallejo 94590, Westsail 32, Channel Islands, June-August. wants 3 / should 1,3
Michael Lloyd, 39, P.O. Box 29851, Oakland 94604, 41' gaff ketch, So. Pacific, 3-4 years. wants 2 / should 3,7
Jim Meeker, 37, 1548 Maple #10, Redwood City 94603, Cal 34, Bay/Delta, summer (Delta). wants 2,3 / should 1,7,8
Bob Peterson, 46, (415) 321-4786, 38' sloop, Hawaii and return, July-August
. wants 3 / wants 1,2,3,4,7,8
Larry Eystad, 42, 2360 Marinship Way, Sausalito 94965, 42' ketch, Delta, Fall '84. wants 2 / should 1,2,3,7
Jerry Furst, 37, (415) 228-3888, S/2-9.2c Sloop, locally/around Bay/up the Delta, wknds/some wkdays. wants 2 / should 1,3,7,8
Snap Binker, 55, P.O. Box 18100, Reno NV 89511, 42' sloop, Bay/Coastal, most wknds and more. wants 3 / should 2,7
Wm. E. Vaughan, 52, 532-3460/sail (Tues-Wed; Fri-Sun), Aiden yawl, Wed. nites weekly/selected wknds. wants 3 / should 2,3,4,6
Don Sandstrom, 21, 2276 Marina Blvd., San Leandro, (415) 548-7560, 40' Cross tri, Hawaii (7/84), Carib. (11/84-86), 11/1/84 from Cal. wants 3 / should 1,3,4
Howard Fields, 38, (415) 331-5233, Morgan IO 51, Mexico then outward & on ward, October. wants 1,2 / should 1,2,3,4,5,6,7,8
Dave Izant, 41, (415) 948-3545, Ericson 27, Bay/Coastal, year round
. wants 2 / should 3,7
Don Hubbard, 54, (415) 278-1493, 30' Sparkman & Stephens sloop, Mexico, 9/84 or '85. wants 2 / should 1,2,3,7,8

MEN WITH CRUISING BOATS

Brian Ogram, 43, 5690 Blue Lakes Rd., Upper Lake 95485, Hunter 36, Bay/Coast, wkdays. wants 3 / should 1,3
Chuck Archer, 49, 1198 Navigator Dr., Ventura 93001, (805) 642-4787, 50' ketch, Mexico via So. Pacific, 12/84. wants 2 / should 1,2,3,7
Rodney J. Lomas, 45, 552-6074, San Francisco, Westsail 32, Mexico/Hawaii, 11/1/84. wants 2 / should 3,7,8
James Olson, 38, 383-9499, Mill Valley, Tartan 34, Bay/Coast/Delta
. wants 2 / should 1,3,7
Joe Paul, 37, 339 Boynton Ave., San Jose 95117, (408) 727-2740, (408) 984-6784/h, 41' gaff rig cutter, Mex./Haw./N.Z., 1/88. wants 2 / should 2,3,7,8
Les Lenz, 43, (707) 762-4688, 41' Overseas ketch, Bay/Delta/Coast
. wants 3 / should 1,2,3
Jerry, 43, (415) 236-6176 (after 8 pm), 43' ketch, south, next fall/early spring
. wants 2 / should 1,2,7,8
Wendell Williams, 45, (415) 937-4313/d, (415) 937-1693/e, Islander 32, Bay/Calif. Coastal, off and on. wants 3 / should 2
Phil Harten, 54, P.O. Box 987, Vallejo 94590, Freedom 21, Delta/Monterey, 5/1/84 or bit later. wants 2 / should 2,3,7,8
Rick Cattell, 30, (408) 735-7225, Sunnyvale, Mariner 32 ketch, anywhere
. wants 3 / should 1,2
Joe Lucchesi, 43, 1572 Mendenhall Dr. #5, San Jose 95130, Balboa 27, Delta, May thru Oct. (wknds, etc.). wants 2 / should 3,7,8
Jerry, 42, 333-9295/h, 324 Ridgewood Ave., San Francisco, Cal 2-27, S.F. Bay
. wants 2 / should 2,3,8
Joe Smyth, 40, Yate Whispurr, c/o Capitania Del Puerto, La Paz, BCS, Mexico, 34' Hans Christian cutter rig, south, anytime. wants 3 / should 1,2,3
Paul May, 34, (415) 852-4730/d, (415) 366-8096/e, Herreshoff 28, Bay/Delta/Cal. coast, year round. wants 2 / should 1,3,7
William A. Rizzo, 33, P.O. Box 6917, San Diego 92106, 43' trimaran, Mexico/Costa Rica, 12/84, 2/85. wants 2 / should 1,2,3,4,5,6,7,8
Leslie M. Goldner, 42, P.O. Box 421962, San Francisco 94142, 929-8596, 55' staysail ketch, local waters now/So. Pac. later. wants 2 / should 2,4,7,8
Darryl Coe, 40, 595-2765, 931-BOAT, Venture 24, Bay/Delta/Half Moon Bay, anytime. wants 2 / should 3,7,8
Michael Parish, 41, (415) 328-7555, Menlo Park, 26' Express cruiser (pwr.), Bay/Delta, every wknd. wants 2 / should 3,7,8
Ross Bowling, 34, (415) 342-4313/o, (415) 342-9277/h, Islander Bahama 24, Bay/Delta, when wind & mood is right. wants 3 / should 1,2,3,7,8
Mark C. Ryder, 43, Box 409, Corte Madera 94925, 40' cutter, Channel Isl., Mex., Hawaii, 7/84. wants 2 / should 1,4,7,8
Paul Ray Prichard, 31, 232-4724, P.O. Box 820, Newark 94560, Hans Christian 38', wknds/wk trips to F.B., all year long. wants 2 / should 1,2,3,7
Lan E. Krug, 43, P.O. Box 3965, San Francisco 94119, Explorer 45 ketch, Seattle (via Hawaii?), Sept. '84 (?). wants 3 / should 1,3
Bob Sleeth, 45, (408) 255-9879, Cal 2-30, Pacific, Spring '85
. wants 2 / should 1,2,3,7
Jeffrey East, 30, (619) 226-7404, 2071 Shelter Is. Dr., San Diego 92106, mod. Islander 29, Chan. Is/Mex/Haw/So. Pac., 6/84, 1,6,9/85wants 2 / should 1,2,3,7,8
Rodger L. Terry, 43, P.O. Box 1583, Antioch 94509, 35' ferroceement ketch motorsailer, Hawaii, May/June. wants 2 / should 1,3,7
Dean Wilson, 42, P.O. Box 9409, Berkeley 94709, 644-0123, CT-41 ketch, Mexico, etc.?, 10-11/84. wants 2 / should 1,3
John Pattison, 37, (415) 490-2701, Tayana 37, Bay/offshore/Delta/Mexico
. wants 3 / should 1,2,3
Tom Johnson, 43, P.O. Box 121511, Ste. 129, San Diego 92112, Peterson 44, Hawaii, 7/15/84. wants 2 / should 3,7,8
Ralph Naines, 37, Yate *The Trip*, c/o Capitan de Puerto Loreto, B.C.S, Mexico, Irwin 37 ketch, now cruising Mexico for 1-2 yrs. wants 2 / should 1,7,8
David, 37, 548-7044, 40' cutter, South, Spring '85. wants 1,2 / should 1,2,3,4,7,8
Irwin Layne, 43, (415) 365-8392, Alcapuico 40, Bay/Delta/Coastal, year round
. wants 2 / should 3,7
Fred Quigley, 49, (707) 554-1158/msg., Catalina 30, Vallejo to Bay all year, monthly. wants 2 / should 1,2,3,7
Paul, 46, 922-6637, San Francisco, Aphrodite 101, return from Hawaii, 8/84
. wants 2 / should 4,7,8
Tony Day, 49, (415) 367-8874, Cavalier 39, S.F. Bay. wants 2 / should 3,7,8
C. Frake, Box 42, Soquel 95073, Nor'Sea, Channel Islands, 6-9 '84
. wants 3 / should 1,3,4
Bruce M. Westrate, 45, (415) 589-8463, 35' Gulfweed ketch, Bay/coastal all year/Hawaii 6/85. wants 2 / should 1,2,3,4,7,8

MEN WITH CRUISING BOATS

Paul Jacobs, 49, 2516 E. Hoover Ave., Orange 92666, Alajuela 33, So. Pacific to New Zealand, 5/1/84. wants 2 / should 1,2,7,8
 Jean-Jacques d'Aquin, 45, P.O. Box 2654, San Rafael 94901, 40' ketch Polynesian cat., Mex./Panama/beyond, Fall '85. wants 2 / should 1,3,7,8
 Mike Impens, 55, P.O. Box 9247, Marina del Rey 90295, (213) 410-0500, Yorktown 33, open, open. wants 2 / should 1,2,3,7,8
 Frank G. Monaghan, 47, (707) 554-8855/h, Santa Cruz 27, Local (Bay/Delta) wants 2 / should 3,8
 Bill Horning, 45, (408) 746-3565, Pearson 365, Monterey Bay wants 3 / should 1,3
 T.A. 'Theo' Mol, 47, (415) 594-3607/w, Box 614, Belmont 94002, Ericson 27, Bay, year round on weekends. wants 2 / should 1,2,3,7,8
 Jerry Myers, 43, (415) 236-3082, 177 F Riverside Ave., Newport Beach 92663, 53' motorsailer, Hawaii/West, Spring/Summer '84. wants 2 / should 2,4,7
 Bob Dowling, 26, 515 Folsom, San Francisco 94105, (415) 896-1596/after 4 pm, 33' Pilot, Bay/Delta, Monterey—Pt. Reyes. wants 1 / should 1,2,3
 Roy F. Thurston, 65, (415) 851-0428, Newport 28 II, S.F. Bay/vicinity wants 3 / should 1,2
 Ross Cameron, 52, Box 485, Vallejo 94590, (707) 557-0356, Rafiki 37 cutter, Mexico/Canal/east, 10/15/84. wants 2 / should 1,2,3,7
 Alan R. Erickson, 37, 10270 Parkwood Dr. #7, Cupertino 95014, (408) 973-9169, Albin Cumulus 28', Bay/coast, all year. wants 2,3 / should 1,2,3,7,8
 Barry Mocabee, 45, Box 933, Bethel Island 94511, (415) 684-3706, Hunter 36', South, 1985. wants 2 / should 1,3,7
 Marten von Jena, 43, (408) 476-8887, 1882 Chanticleer, Santa Cruz 95062, 40' Polynesian cat, Hawaii/So. Seas, 5-6/84. wants 2 / should 1,2,3,7
 Don Ross, 41, (415) 228-4131, Cheoy Lee Offshore 27, Mexico/Hawaii, 10/85 wants 2 / should 1,2,3,7
 Sandy Harrill, 35, 548-1101, Box 4612, Berkeley 94704, Pearson Comander, Stockton/Sacramento, open. wants 2 / should 1,7,8
 Ron Stevens, 44, (415) 530-5464, Valiant 40, So. Pacific, April wants 1 / should 2,4,5,6
 John A. Kelly, 45, 142 Redwing St., Vallejo 94589, (707) 644-3214, 41' Morgan sloop, Mexico/Caribbean, 11/1/84. wants 2 / should 1,3,7
 Dave Lenschmidt, 40, (415) 521-1667, Buchan 40, Mexico/So. Pacific, start 12/84. wants 2 / should 1,3,7
 Peter Gooch, 39, 135 3rd St. #11, San Rafael 94901, 30' self-built, all year around, open. wants 2 / should 1,2,3,7,8
 Buck Hoelscher, 35, Box 1093, Half Moon Bay 94019, (415) 365-8580, 36' Offshore cutter, Local/Monterey, in future. wants 2 / should 1,2,3,7,8
 John Hallander, 44, 424-5488/d, 237-8412/e, Lancer 36, Bay/Delta/Coast, anytime. wants 2 / should 3,7
 Jon Marting, 31, 220 Redwood Hwy. #181, Mill Valley 94941, CT 41 ketch, Far horizons/Pacific, to be planned. wants 2 / should 2,3,7,8
 Carl L. Wesson, 40, 1198 Navigator Dr., Ventura 93003, Angelman Moonbeam 36', circumnavigate Pacific, 11/1/84. wants 2/3 / should 2,3,7
 Oliver Sanders, 41, Box 13473, Sacramento 95813, (916) 921-9623, Tiburon, S.F. Bay, weekdays/weekends. wants 2 / should 1,3,7,8
 John Carroll, 29, (415) 261-6236/h, 50' Chriscraft MY, Bay/Delta/Dock, all year wants 2 / should 7,8
 Jack Dausend, 50, (408) 738-4150, Sunnyvale, Westsail 32, Mexico then west, mid-85. wants 2 / should 1,2,3
 Gordon W. French, 37, (415) 680-8836, 38' ketch, local now, Mexico '85 wants 2 / should 1,2,7,8
 Bernie Kay, 28, 1900 Stevens Dr., Richland WA 99352, Cal 39, San Francisco, late May '84. wants 3 / should 1,2,3,6
 Grant Todd, 32, 459-1349, 34' wood S&S yawl ('34), local Bay/Delta, '84 wants 3 / should 1,3,6
 John Rennell, 36, (213) 459-1297, 558 Via de la Paz, Pac. Palisades 90272, 45' Pinkey schooner, 3-5 yr. world cruise, fall 84. wants 2 / should 1,2,3,7,8
 Brian Larsen, 29, Box 2202, So. San Francisco 94083, (415) 583-6418, 35' Hand ketch, Mex./N. CA coast, Fall 84/Spring/Summer 84. wants 2 / should 1,2,3,8
 Gus Vollmer, 40, (415) 562-6100 x.5131, Tayana 37, local/short cruises, year round. wants 3 / should 4
 Rick Safran, 22, 3222 Folsom, San Francisco, 824-1688/w, Island Bahama, Bay, anytime. wants 3 / should 2,3
 Charles Lane, 35, 849-3125, 849-0859, Columbia Challenger, locally wants 2,3 / should 1,2,3,7,8
 Richard Witte, 42, Box 161, Ewa Beach, Hawaii 96706, 46' ketch, around Hawaii Islands, summer '84. wants 2 / should 1,3,7,8

MEN WITH CRUISING BOATS

Michael Mandis, 31, Box 100, Moss Landing 95039, Wharram 40' cat, So. Pacific, Fall '84. wants 2 / should 1,2,3,7,8
 Ralph Harding, 59, Box 236, Pt. Richmond 94807, Ranger 29, coastal/local, rest of years. wants 2 / should 3,7
 Richard Hansen, 53, (714) 772-0468, Orange County, 40' double-ended cutter, Mexico/So. Pac., late March/early April. wants 2 / should 1,2,3,7
 Walter Fuller, 54, 1739-C Ala Moana Blvd. Honolulu HI 96815, 45' custom steel, Tahiti/Fiji/N.Z./clrcumnv., 7/84. wants 2 / should 2,3,4,7,8
 Randy Chapman, 40, (415) 523-8709, 31' Searunner trimaran, Mexico, now in Mex., call 523-8709 for info. wants 2 / should 1,3,7
 Cloud, 37, 465-2522, 39' sloop, Bay/Delta. wants 2 / should 1,3,7
 Seth Bailey, 54, (415) 786-6944/d, (415) 521-4780/e, Catalina 30, Hawaii 7/1/84, return by 9/4/84. wants 3 / should 1,2,4
 Dave Hatch, (408) 353-1468, 21770 Lindbergh Ave., Los Gatos 95030, Dreadnaught ketch, Mex/Marquesas/Tahiti/Haw, end '84. wants 3
 Robert B. Alexander, 60, (415) 939-8108, 36' Sea Witch ketch, 11/84 wants 3 / should 2,3
 Mike Malone, 44, (415) 321-7719/h, (415) 852-7348/w, Niagara 31, Bay/Ocean South, all year. wants 2 / should 1,2
 Bill Goebeler, 31, (415) 548-5191, Santana 22, S.F. Bay/Delta, weekends/week days. wants 3 / should 1,2,3
 Scott Walker, 28, 1548 Maple St. #27, Redwood City 94063, (408) 734-1600/w, (415) 366-9033, Ericson 30, Catalina, 6-7/84. wants 2 / should 1,2,3,7
 Bob Grinstead, 60, (415) 934-7424/h, (415) 944-2077/w, 2153 LaSalle, Walnut Creek, will charter w/friends, Bay, now & then. wants 3 / should 1,3
 Frank Stapelmann, 33, 685- Mira Monte Dr., Santa Barbara 93109, 30' wood Samurai sloop, Mexico/South, winter '84. wants 2 / should 1,3,4,7,8
 Ray Young, 66, 897-3229, Cal 2-24, Delta, summer & fall wants 3 / should 1,2,3,7
 Phil Gloia, 37, (415) 921-1797, Columbia 31, Delta, off & on thru summer '84 wants 3 / 1,3,7
 Al Burrow, 59, (415) 969-9435, Lancer 36, Bay/Delta/Coastal, all year wants 2 / should 2,3,7
 Chas Martin, 47, 368-3709, 3651 Florence St., Redwood City 94063, Ranger 23, Bay/Delta fr. Sausalito, weekends/Summer. wants 1,2 / should 1,2,7,8
 Craig Zimmerman, 34, 2515 Santa Clara #103, Alameda 94501, Islander 34, So. Cal/Delta, Spring/Summer 84. wants 2 / 3,4
 Howard Gomes, 40, (408) 867-5296/h, (408) 246-8772, Box 3184, Saratoga 95070, Catalina 22, Bay/Carib., July (Carib.)/all year (Bay). wants 2 / should 1,2,3,7,8
 Charles Schultz, 47, Box 3773, Napa 94558, 32' Tahiti ketch, Mexico, 11/84 wants 2 / should 1,2,3,7,8
 Harry Wygant, 62, Box 1201, Redwood City 94063, (415) 367-0660, Ericson 30' sloop, local/coast/negotiable, negotiable. wants 2,3 / should 1,2,7,8
 Bob Evans, 42, (209) 575-3382, 903-E Kansas Ave., Modesto 95351, Venture 17, Delta. wants 3 / should 1,3
 Wayne Pesuit, 39, 44522 Parkmeadow Dr., Fremont 94539, (415) 651-7800, Cape Dory 27, Bay/Delta, weekends during year. wants 2 / should 1
 Marvin Edwards, middle, Pacific Marina, c/o OYC, Alameda 94501, Columbia 29, Bay/Delta, all year round. wants 2 / should 3,7
 Andrew Kurtz, 25, 3335 Standish Ave., Santa Rosa 95407, (707) 584-4565/w, Folkboat, Bay/Delta/Coastal. wants 2 / should 2,3
 James V. (Jim) Kennedy, 62, (805) 968-8847, Samson 40' cutter, Mexico/Hawaii, Summer '84. wants 3 / should 1,2,4
 Charlie Rockwood, 37, Box 484, Alviso 95002, 45' ketch, Bay/Delta wants 2 / should 3,7,8
 Jerry Czember, 40, (415) 474-1782, 332-2366, Rhodes 43' sloop, Hawaii/South Pacific, June. wants 1,2 / should 1,3
 Tim Schaaf, 35, 366-0786, Hunter 33, Bay/Delta, all year. wants 2 / should 1,3
 Gary Fitts, 37, 524-3729, Hans Christian 33, Bay/Delta/Coast. should 1,2,3
 Alan Potkin, 39, 540-6345 x.110/a.s., 527-7383/h, Biodegradable 25' sloop, locally out of Berkeley, weekdays often. wants 2 / should 1,7
 Jim Gosnell, 42, 449-1959, Newporter 40, Bay/Delta/So. Calif., summer '84 wants 3 / should 1,2,3
 Jack Thomson, 49, c/o Banque d'Indosuez, 2 Place Notre Dame, Papeete, Tahiti, Fr. Polynesia, 42' sloop, So. Pac./Haw/Canadawants 2 / should 3,4,7,8
 Mike Dwyer, 37, Box 3027, San Rafael 94901, Bristol 27, Mexico, 10/84 wants 3 / should 1,3
 Michael Reppy, 38, 440 1/2 Coronado Terr., Los Angeles 90026, 42' trimaran (in England), Caribbean, 8/84. wants 2 / should 1,2,7,8
 James A. Savage, 39, 918 Jimeno Dr., Santa Barbara, (805) 962-2114/msg., 35' cat, Hawaii/South/Australia, early summer '84. wants 2 / should 1,3,7,8
 Harold Petty, 55, (415) 865-7727, Box 588, Tiburon 94920, Cal 3-34, Coastal/Bay/Delta, this year. wants 2 / should 1,2,3,7,8
 Bob Austin, 32, Box 1308, Alameda 94501, Mariner ketch, Coastal (4/1-14/84 & 10/7-21/84)/Bay (Wed./Thurs). wants 2 / should 1,2,3,7,8

THE CRUISING CREW LIST

MEN WITH CRUISING BOATS

Stanley J. Hetrick, (714) 960-3853/h, (213) 922-3611/w, 8122 Fox Hall Dr., Huntington 92646, CT 35, Hawaii, summer '84. wants 3 / should 1
 David Breslow, 50, Box 1282, San Rafael 94901, Catalina, Delta/Mexico/Hawaii wants 2 / should 7
 Jim McDonald, 48, (408) 248-8733, Cal 30, Hawaii/Mexico/South, summer '84 wants 2 / should 2,7
 Al Delgado, 52, (415) 930-8430, 430 N. Civic #503, Walnut Creek 94596, Tartan 10 & Cal 39, Mexico, summer '84. wants 1,2 / should 1,2,3,5,6
 Mark Smith, 37, 700 Lido Park Dr. #40, Newport Beach 92663, 37' ketch, Mexlco/North, early summer. wants 2 / should 1,2,3,7
 Jay Myers, 52, P.O. Box 1319, Los Altos 94022, Rafiki 37, Mediterranean, 11/1/84. wants 1 / should 1,2,4
 Roger Blevins, 45, (415) 846-0938, Albergo 35, Mexico/Caribbean, 12/85 wants 3 / should 1,2,3,5
 Gil McMillon, 52, (408) 243-6051, 51' ketch, Channel Is. (summer 84), Tahiti (85) wants 2,3 / should 1,2,7,8
 Paul, 29, Box 5, 2620 Carson St., Lakewood 90712, 22' custom sloop, Mexico/beyond, 11/84. wants 2 / should 1,3
 Kerry D. Brown, 31, (415) 494-4571, 58' Pilothouse ketch, Hawaii TransPac & back/Alaska/Canada, etc., 7/8-9/8. wants 3 / should 1,2,3,4
 Stephen Cannon, 611 Virginia #22, Vallejo 94590, Cal 40, Southern CA/Mexico, summer '84. wants 3 / should 2,3
 Bernard W. Wormgoor, 45, (415) 392-6355/w, 30' Cape Dory, S.F. Bay/Coastal, 1 wk. In 9-10/84 to Monterey/Santa Cruz. wants 3 / should 1,2,3
 Sy Gold, 50, (916) 753-2001, Ranger 23, S.F. Bay. wants 2 / should 7
 Mel Schwartz, 46, Box 414, Folsom 95630, 40' Brown Searunner tri, Delta/Bay, Haw. (sum. 84), Mexico/beyond (fall 84/85). wants 3 / should 1,2,3,4,5,6
 Bob Duncan, 57, Box 66, Bishop 93514, (619) 873-3206, Balboa 26, Desolation Sound, B.C., 7/1-9/10/84. wants 2 / should 3,7,8
 Richard Paquette, 34, (408) 926-6005/h, (415) 365-9167/w, Pearson 35, North/South Bay area 150 mi., spring/summer. wants 3 / should 1,3,7,8

MEN WITH CRUISING BOATS

Michael Carlson, 39, 4215 N. Cordoba Ave., Spring Valley 92077, 40' trimaran, Mexico, winter '84. wants 2 / should 1,3,7
 Frank C. Budds, 38, 18760 Brickell Way, Castro Valley 94546, (415) 581-7971, 33' full keel wood sloop, Bay/Delta, year round. wants 2 / should 1,2,7
 Bob Merchant 54, General Delivery, Pago Pago, American Samoa 96799, Newporter ketch, Tonga/Fiji/Vanuatu/etc., late April. wants 2 / should 2,3,7
 George Hill, 40, Box 278, Avila Beach 93424, 30' sloop, Mexico/Hawaii/South Pacific/beyond, when right crew found. wants 2 / should 1,3,7
 Greg Fuller, 31, (415) 992-4784, 202 Palisades Dr., Daly City 94015, Ericson 27, Bay/Delta. wants 3 / should 1,2,3
 Roger Elsholz, 31, (408) 281-2939/24 hr. svc., Bristol 27, Alaska then Mexico, 6/15. wants 2 / should 1,3,7
 Glenn Meyer, 41, (415) 595-1832, Col. 29, Bay/Coast, summer wants 2 / should 1,4,7,8
 Bob Ryan, 38, 964-5909, 600 Rainbow #106, Mt. View 94041, 19' Pacific cat, Bay/Lakes. wants 2 / should 2,7
 Hans Lowhurst, 56, (415) 854-2874, Box 7187, Menlo Park 94026, 30' Catalina, Bay/Coastal, all year. wants 2 / should 2,3,7,8
 Alan Hołoschak, 36, Box 403, Haleiwa HI 96712, (808) 847-7960, 26' Eventide cutter, Pacific NW, early summer 84. wants 2 / should 3,6,7
 Jim Donaldson, 40, Arcturus, Box 434, Marsh Harbour, Abaco, Bahamas, TMI 30, Caribbean. wants 2 / should 1,3,7,8
 Paul Diets, 29, (707) 829-0978, Tahiti ketch, Tahiti, Mexico this winter wants 2 / should 1
 Gene B. Del Vecchio, 37, (415) 726-6749, Ericson 26', Half Moon Bay, 5/26-28/84 wants 3 / should 1,2,4,6
 Ben B., 50, (415) 540-6053, 30' ketch, Mexico. wants 3 / should 1
 V.C., 58, Box 122, 2515 Santa Clara Ave. #103, Alameda 94501, Hans Christlan, Bay/Delta/West Coast. wants 2 / should 3,7,8
 Marc Cenac, 33, (415) 233-5441, Mason 33 ketch, Bay/Delta? wants 2 / should 2,3,7,8

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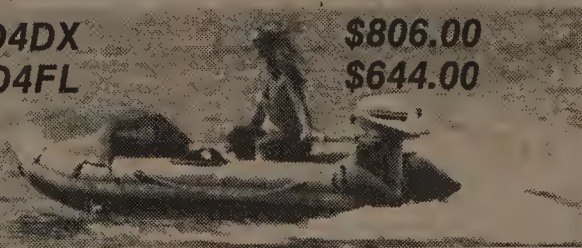
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REDCREST: \$595. / ROVER 3.10: \$895.

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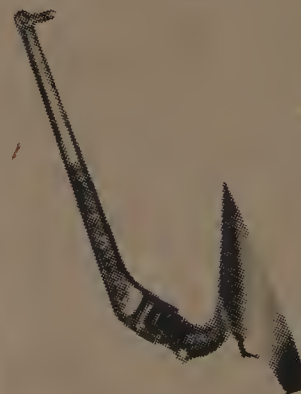
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SPD4FL \$644.00**



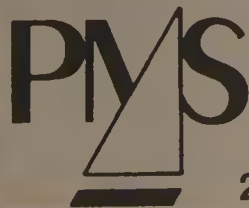
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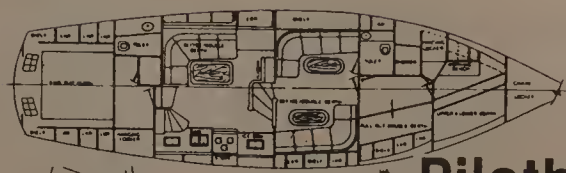
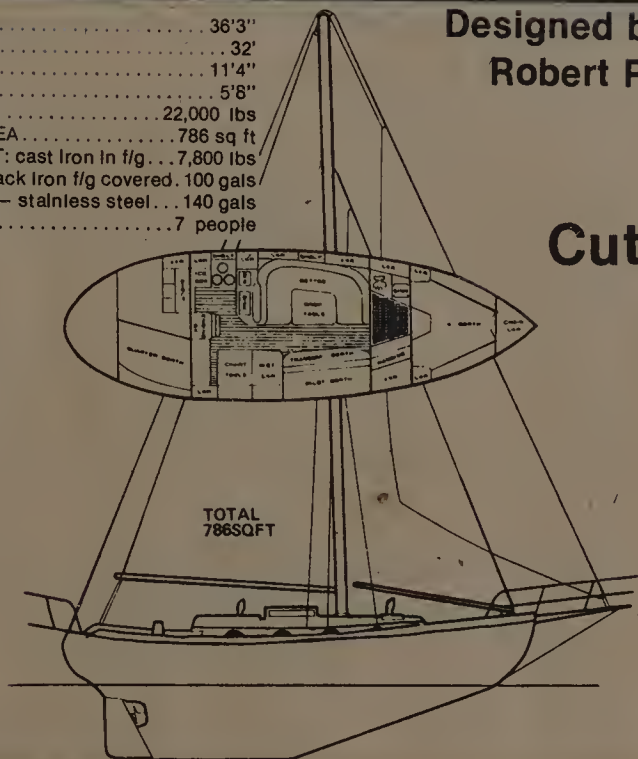
UNION 36

FORCE 50 KETCH

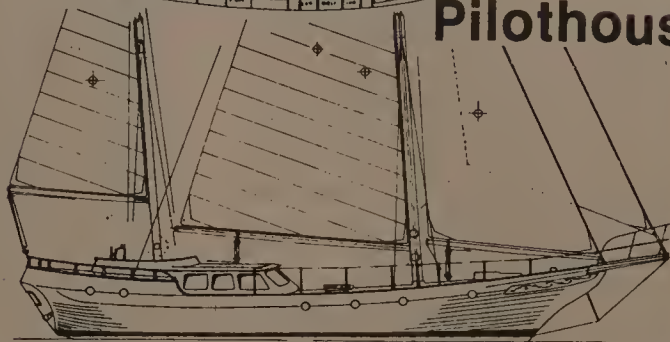
L.O.A. 36'3"
 L.W.L. 32'
 BEAM 11'4"
 DRAFT 5'8"
 DISPL. 22,000 lbs
 SAIL AREA 786 sq ft
 BALLAST: cast Iron in f/g. ... 7,800 lbs
 FUEL: black Iron f/g covered. 100 gals
 WATER — stainless steel... 140 gals
 BERTHS..... 7 people

Designed by
Robert Perry

Cutter



Pilothouse



L.O.A. 50'10"
 BEAM 14'1"
 DISPL. 52,000 lbs
 SAIL AREA 1,254 sq ft
 FUEL CAPACITY 250 gal

L.W.L. 39'7"
 DRAFT 6'2"
 BALLAST 14,000 lbs
 POWER Lehman 80 hp dsl
 WATER CAPACITY 240 gal

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The Genoa Block: All parts including the 2" sheave, roller bearings and plunger pin are made from the same high grade stainless alloy as our snap shackles. Result: reduction of weight and increase in strength.


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out a premium price. The 156 page Nicro/FICO CATALOG is available at your dealer, no charge. Send in to Nicro/Fico for your FREE copy of the "Fitting & Rigging Guide" by Gary Mull, N.A. 32 pages of charts, diagrams, tables and specific recommendations on systems and fittings for boats up to 45 feet.

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ANO NUEVO

The Ano Nuevo race, a 78-miler from Monterey to Ano Nuevo Point and back, started 22 years ago as an overnight racing exercise for members of the Monterey Peninsula YC. In the early years the starting gun went off at 9:00 p.m. on Friday evening. Light night winds, however, often failed to carry the fleet beyond Point Pinos, a few miles from the start off Cannery Row. Since 1968 the race has started on Saturday morning, usually on the second weekend in March, as it was this year.

Besides the handicap challenge of finishing well in either the IOR or PHRF division, the Ano Nuevo's elapsed time record has become a highly sought after prize. Early marks were set by the 8-meter *Angelita* followed by the 48-ft *Sirona* in 1974. Four years later Chick Leson's Two Tonner *Incredible* took advantage of ideal conditions to set the present record of 9:29:24. Popping a chute right after the start in a 40-knot southerly, *Incredible* charged north, made the turn and then close reached back as the wind swung to the west. Even the legendary *Merlin* has since failed to better *Incredible's* mark.

This year's race offered little chance for a new record, even though sailing conditions were pretty ideal. A light westerly got the fleet out past Point Pinos and then filled in as the day went along. "It was a classic northwester scenario," said Dick Clark, race organizer for MPYC and driver of the first to finish boat, the Santa Cruz 50 *Samurai*. "We sailed 25 miles on the port tack, getting headed as we got closer to the Santa Cruz shore." The wind topped out at about 25 knots true, making for a fast spinnaker ride home until the sun went down and the breeze died, again off Point Pinos. *Samurai* finished at 9:12 p.m. for an elapsed time of 11:12:53.

Winner of the IOR division was Bob Magoon's *Racy*. This Peterson Two Tonner has competed in many Ano Nuevo races. Before Magoon, owner Lou Taylor campaigned it actively. Magoon almost didn't come this time, and probably wouldn't have if he'd known there would be no other boats similar to his. His competition was three ultralight Santa Cruz 50's and a much smaller Wylie 34. The last time Magoon raced here he went PHRF and did battle against the smaller ultralights. "I guess you're always going to have to sail with them down here," says Magoon, a member of the St. Francis YC. "This is their home turf."

With the Santa Cruz harbor sanded in, the PHRF turnout lacked more of the ultralights from there. Competition was still good, though, with several Olson 40's and 30's and Bill Lee's Santa Cruz 40's and 27's,

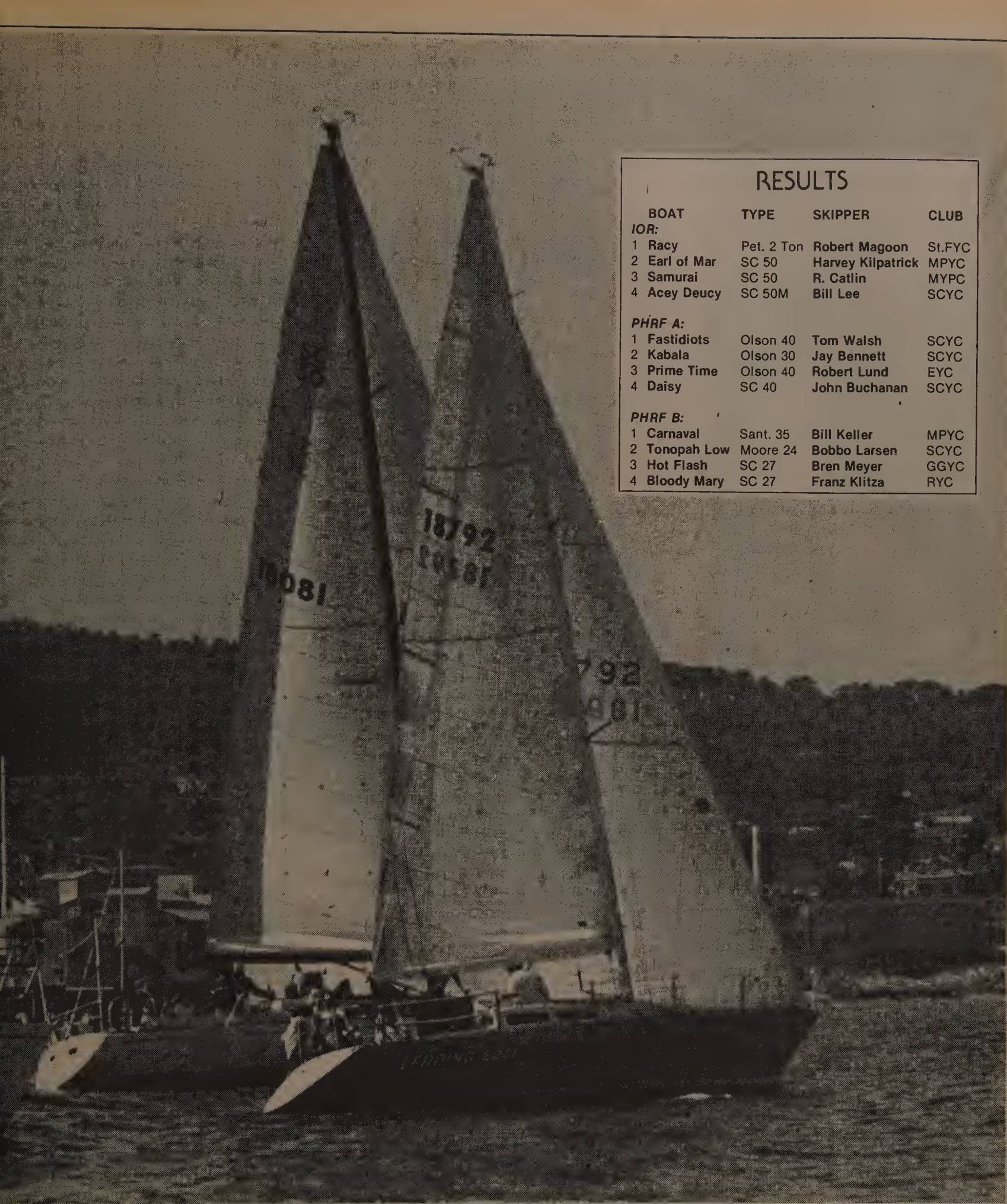
among others. Winner of PHRF A division was Tom Walsh's *Fastidiots*, aided by Ano Nuevo veteran Dee Smith. This was the first heavy workout Walsh's Olson 40 has had since being repaired from its grounding during the infamous Cabo San Lucas storm of December, 1982. "It held together well," Walsh happily reported.

Monterey Bay seals watch the IOR boats head off for Ano Nuevo.

Another old hand at the Ano Nuevo took the PHRF B class. Bill Keller sailed the Santana 35 *Carnaval* to a seven and a half minute corrected time win over Bobbo Larsen in *Tonopah Low*, a Moore 24. Third and

LATITUDE 38°51'N





RESULTS

BOAT	TYPE	SKIPPER	CLUB
IOR:			
1 Racy	Pet. 2 Ton	Robert Magoon	St.FYC
2 Earl of Mar	SC 50	Harvey Kilpatrick	MPYC
3 Samurai	SC 50	R. Catlin	MYPC
4 Acey Deucy	SC 50M	Bill Lee	SCYC
PHRF A:			
1 Fastidiots	Olson 40	Tom Walsh	SCYC
2 Kabala	Olson 30	Jay Bennett	SCYC
3 Prime Time	Olson 40	Robert Lund	EYC
4 Daisy	SC 40	John Buchanan	SCYC
PHRF B:			
1 Carnaval	Sant. 35	Bill Keller	MPYC
2 Tonopah Low	Moore 24	Bobbo Larsen	SCYC
3 Hot Flash	SC 27	Bren Meyer	GGYC
4 Bloody Mary	SC 27	Franz Klitza	RYC

fourth place, separated by only 20 seconds on corrected time, were a pair of Santa Cruz 27's, Bren Meyer's *Hot Flash* and Franz Klitza's *Bloody Mary*.

Traditionally, after the race finish the fleet spends the remainder of the night enjoying MPYC's hospitality. Hot chili is served until dawn, and although the bar has to close at

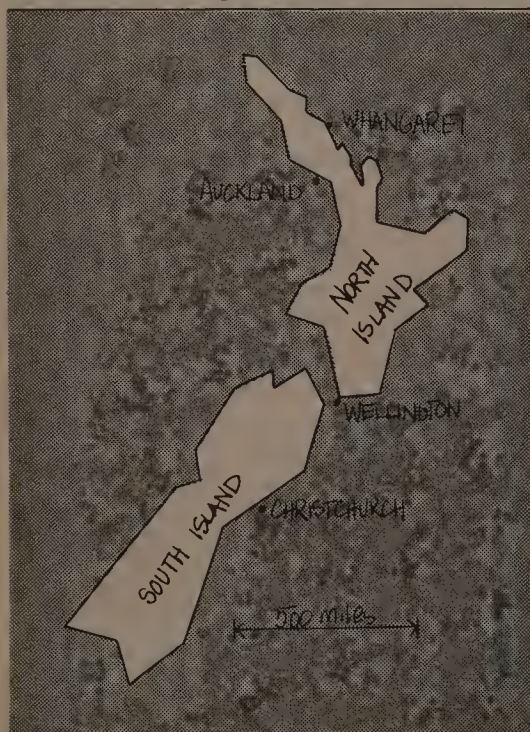
two a.m., alcoholic beverages have been known to be consumed after that time. One crew that didn't make it this year, though, was the gang on Tony Bindell's Newport 28 *Peregrine*. It took them almost 25 hours to get back to the harbor. Tony reports the trip was not without its highlights, though. One was their encounter with a grey whale, which

surfaced some 20 feet upwind of *Peregrine* as she was beating north. "We watched in terror as this monster came out of the sea and raked us with the worst breath that even Certs couldn't help," he says. "Immediately we knew what hell Jonah went through!" Such are the joys of ocean racing.

— latitude 38 — suc

SOUTH PACIFIC MILK RUN:

We've been out cruising on our South Pacific Milk Run for more than 15 months now, and not only have we reached our most southerly destination, but we've made it halfway through our proposed trip. It's about time we give our boats — and our-



The last time we used this chart we labelled the North Island as South. Not to be used for navigation.

selves — a break from the cruising routine.

One look at the boat will show that thousands of miles at sea take their toll on the boat and its gear. Many parts and systems are in need of major maintenance or replacement. The boat bottom looks pretty bad, and the topsides could use lots of touch up — if not a complete going over.

And what about ourselves? Even the hardest cruiser needs a big break from his boat from time to time. Perhaps it's time to take a few days — or better yet a few weeks — to go off on land and explore one of the world's most beautiful and lightly populated modern countries.

It turns out that Whangarei, 30 miles south of our last Milk Run stop at the Bay of Islands, is one of the most convenient and pleasant places to make this major stop. With a population of 35,000, the town is 12 miles up the river from the harbor entrance.

The tidal range here is about three meters and the maximum ebb runs about three knots, so if you're underpowered or have a badly fouled bottom, you'll want to anchor near the entrance. The channel is well-marked, but you shouldn't attempt it for the first time at night. Each year several cruisers try it and end up spending half a night in the mud.

ALL PHOTOS BY JOHN NEAL

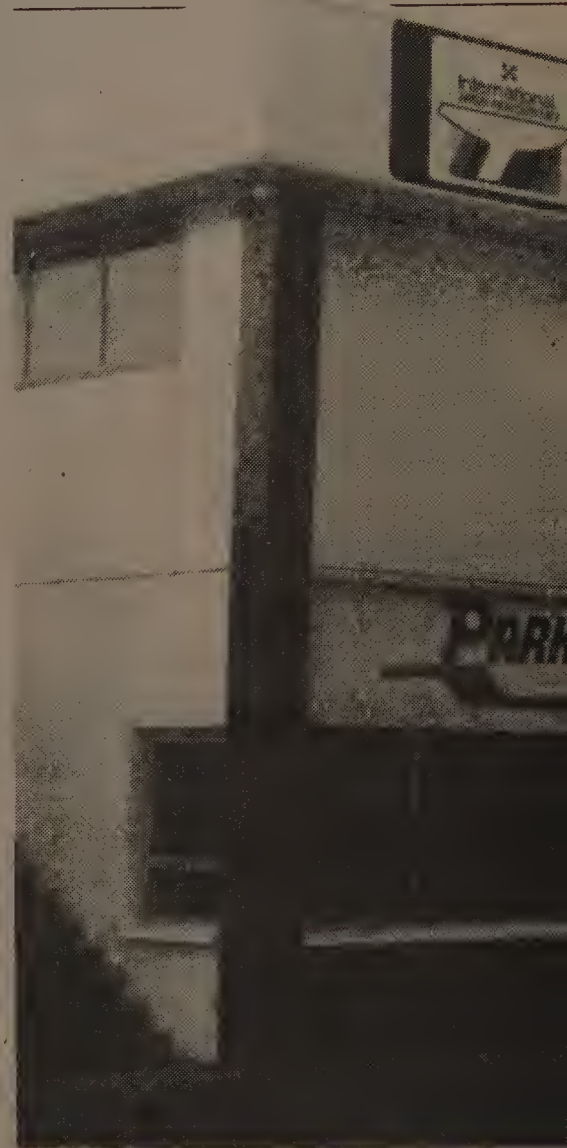
Urquhart Bay is the first good anchorage in from the harbor entrance. Just north of Home Point and before you reach Channel Buoy #9 there is a side channel that leads northwest to it. Urquhart Bay itself is sheltered from all winds except WSW and WNW. There are just a few local boats on moorings here, and you can find good anchorage on a sandy bottom in three to four fathoms of water.

If you had continued up the main channel, just a mile north of Buoy #9 is the Marsden Point Oil Refinery, the largest in New Zealand. The first wharf you pass will probably have an oil tanker unloading crude, but just after it there's a smaller Harbor Board wharf. It is possible to clear customs here by calling on the VHF or by landline and having the Customs officer driven down from town to meet you. There is a fairly good anchorage west of the wharf and out of the tidal current. But it is exposed to northerly and easterly winds.

From Marsden Wharf to Whangarei's town basin, the channel is dredged to eight meters and is well-marked. There are however, some interesting side trips that can be made. Parua Bay is one example; it has a great local pub and restaurant as well as a small sailing club.

Whangarei is a friendly little town, and features a post office, a couple of banks, a marine store, a couple of sailmakers, and an

Oram's is crowded but friendly, with moorings, ways, a grid, and dry storage.



electronics shop where the folks may or may not be able to resurrect your ham radio and SatNav. The town basin consists of a wide spot in the river with a wharf on one side. You'll see many yachts tied up bow and stern on mooring pilings. Your first exper-





"The" place in New Zealand for yachties to re-fit and re-provision.

ience trying to tie up to these with the current pushing you sideways is bound to be hilarious — so have plenty of fenders ready!

The Harbormaster's office is just behind the main wharf, and the people there often can set you up with a temporary mooring while its owner is off on a sailing holiday. Tied up at the main wharf is a replica of the *Bounty*, which was built of steel a few years ago in Whangarei. It's just back from Tahiti and a remake of the movie *Mutiny on the Bounty*.

There are two wholesale grocery outlets in town which will sell food to visiting yachties at a much reduced price. The largest of these is the Four Square, just outside of town. You'll either want to corral a friend with a car into taking you there, or else hire a taxi to help you bring your foodstuffs home. Food prices have gone up quite a bit in the last three years in New Zealand, but the NZ dollar has been devalued 20 percent, so

things like cheese, butter, bread and meats are often considerably cheaper than in the United States. They are of excellent quality. It is also possible to purchase duty-free booze in Whangarei, just before you leave the country.

Just a half mile or so before you reach the town basin on the north side of the river, you'll come to Oram's Marina. This is the place in New Zealand for cruising yachties to haul-out and reprovision. Oram's is also one of the top New Zealand boatbuilders, specializing in custom cold-molded boats. *Wanderer V* was built here for Eric and Susan Hiscock a couple of years ago, and Oram's just completed a very handsome custom Warick-designed 39-ft cutter for a Colorado doctor. The marine railways can handle up to 40 tons and 8'6" draft. The prices, unchanged since November 1981, must be among the lowest in the world:

Size:	Up and Down:
up to 30'	55.00 NZ
31' to 35'	65.00
36' to 40'	75.00
41' to 45'	85.00

Lay days are between 5 and 8.5 NZ dollars a day. They also charge \$10 per hour extra for keel blocking of fin-keeled boats. But remember, these prices are in New Zealand dollars, so subtract about 20 percent to convert to U.S.

The small marina can handle about 25 boats and has floats with electricity and water. There are restrooms and showers ashore, and a small motel next door in case you're really tearing your boat apart, there is a grocery store just down the street. If you are really on a tight budget — I sure was! — you can pay a few dollars to use their tidal grid instead of hauling out on the railway or with a crane.

Oram's also has the largest marine chandlery north of Auckland, stocking everything from paints and varnish to head rebuild kits and diesel engines. They have their own stainless steel fabrication shop and a diesel engine shop. The latter is run by a great guy named Mel, who will tell you tall fishing tales as he fixes your engine. Oram's is a Volvo and Yanmar factory repair station, and have a good selection of parts for these makes, as



American's find that New Zealand really sticks with them.

well as low prices on Mariner outboards. The prices on some of the imported marine items is fairly high, so take as many spare parts with you as you have room and budget for.

The manager of Oram's is Ray Roberts, a

WHANGAREI

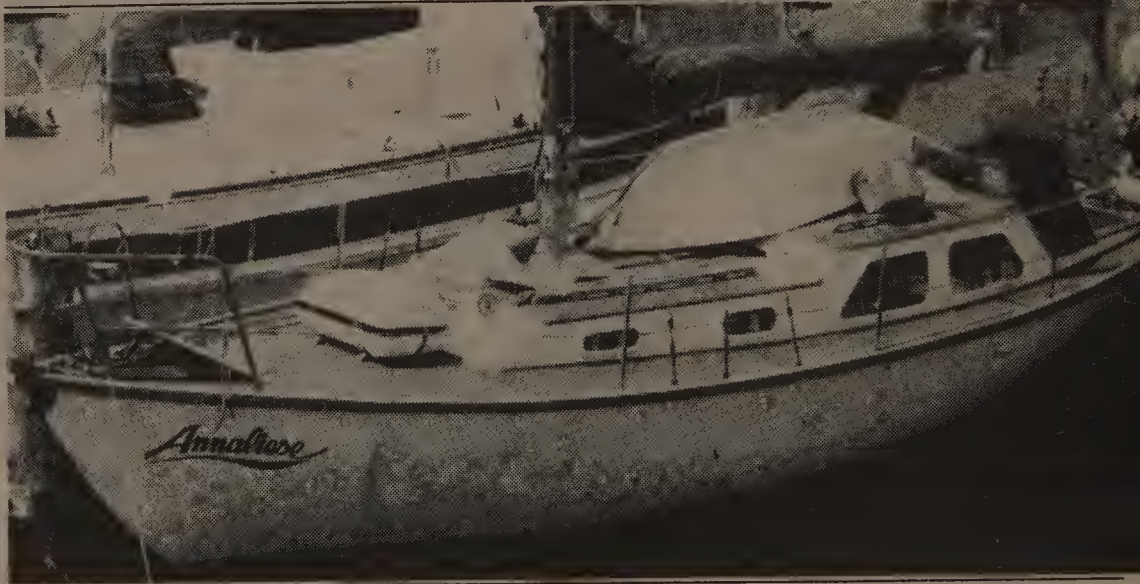


jovial Kiwi ex-farmer turned boatbuilder. Their address is Box 550, Whangarei, and telephone is 83-296. It's not a bad idea to call ahead from the Bay of Islands if you plan to haul out here between November and March.

Oram's also offers dry storage for yachts. At this point you're probably ready to get off the boat for a spell, so why not hire a crane — about \$140NZ for up and down — to lift your boat out. Then you can leisurely do your repair work while paying only 50 cents per foot per week. Then as soon as you're done with your work, or before if can't wait, take off and explore New Zealand. There is much to see of this gorgeous land, and you'll miss too much if you don't get off your boat and the water.

If you're on a very limited budget, this is the easiest and friendliest country I've found for hitchhiking and camping. This is a great way to meet the friendly and interesting New Zealand people. Several times when I've been hitching around N.Z. I've been invited home to "tea" (dinner really) and had people go out of their way to help me find whatever or wherever I was looking for. Travel passes are available by the week or month which allow you unlimited travel on New Zealand's well-organized national bus and

This is the way beer is delivered in NZ. Give me a six-pack!



A typical Kiwi cruising boat; sort of a modified H-28. Kiwi's have more boats per capita than any other country.

train system.

If you can afford it, the ultimate way (in my mind anyway) to see New Zealand is to buy an old bread or milk truck, van, or station wagon that you can sleep in, pack up some camping gear, and head for the hills and beaches! New Zealand is a great place for camping — with motor camps or camp-

grounds in all of the best places. The prices are right and they often have hot showers, laundry and kitchen facilities.

There are thousands of miles of coastline in New Zealand. The west coast of both North and South Islands are rugged and mostly uninhabited, except for small fishing towns. The surfing is often spectacular and sometimes dangerous on the west coast. The east coast of both islands is more protected, but still fairly sparsely populated. Just south of Whangarei is Urititi Beach, which is expansive, isolated, with great places to camp under the pine trees.

The Coromandel Peninsula, east of Auckland, is a great place to go exploring. It's an artist community with lots of local history, including gold mining. There are a couple of

neat little towns, and great hiking trails in the bush. Here you can camp on the beach, or by a river surrounded by unusual flora and fauna. On the east side of the peninsula, Hot Water Beach is large and safe, great for swimming. After a dip, dig a hole in the sand and lay in the hot pool. What a life!

Next month we'll sail south to Auckland, explore the big city, and go wine tasting in the countryside.

— john neal

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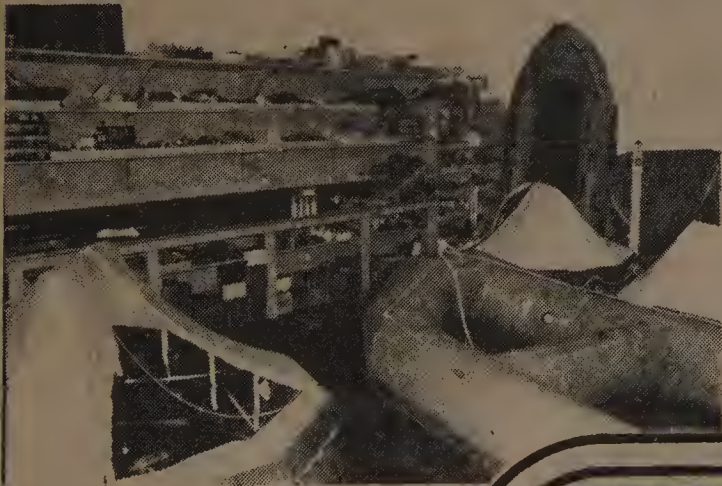
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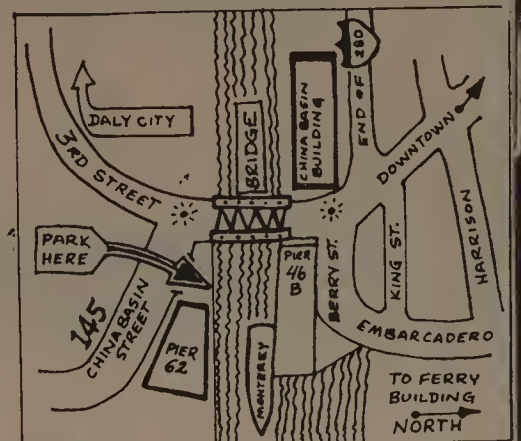
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ASSAULT ON

Like the swans returning to San Juan Capistrano faithfully every March, April is the time of year when shorthanded sailors venture out to the Farallones and back. This 55-mile ocean racing contest has become a sort of rite of passage for Bay Area single and doublehanded sailors. Many go just for the satisfaction of accomplishing the feat; others use it as a springboard for longer adventures; and some treat it as a challenging tactical race which stands on its own merit.

We thought it would be fun to ask some of those from the latter category about their battle plan for this race, in the hope it would help some of less experienced entries. The three we chose — Cliff Stagg, Mark Rudiger and Mike Lingsch — have sterling credentials. All have won class honors in the solo race. Last year Rudiger set the elapsed time record in a Hobie 33 and Lingsch pulled off corrected time wins in both the singlehanded and doublehanded races, sailing the latter in tandem with Patti Bodeson. They've also all sailed in many crewed races to the islands — this year's Ocean Yacht Racing Association event falls on May 12th — and know that there's a big difference between sailing out there with a gang of people and doing it shorthanded.

or your partner's hands once you cross the starting line and head out the Golden Gate. The ante for these races was raised a couple of years ago when a violent southerly storm hit during the Doublehanded Race. Four people disappeared and were presumed dead and several boats were trashed by violent seas. We're not talking about a little afternoon sail here — the ocean plays for keeps.

With that said, let's get into the tactics of racing to the Farallones. Again, there are several factors involved. The tides affect your course whenever you are east of the Lightship, which is ten miles out. The wind at this time of year will usually start out light from the west or southeast and shift to northwest and build as the day progresses. There's also the chance a southerly storm will blow through too. The ocean current sweeps down the coast and needs to be watched from the Lightship to the Islands. Finally, there is your position relative to the north and south sand bars outside the Gate.

The relative importance of these variables

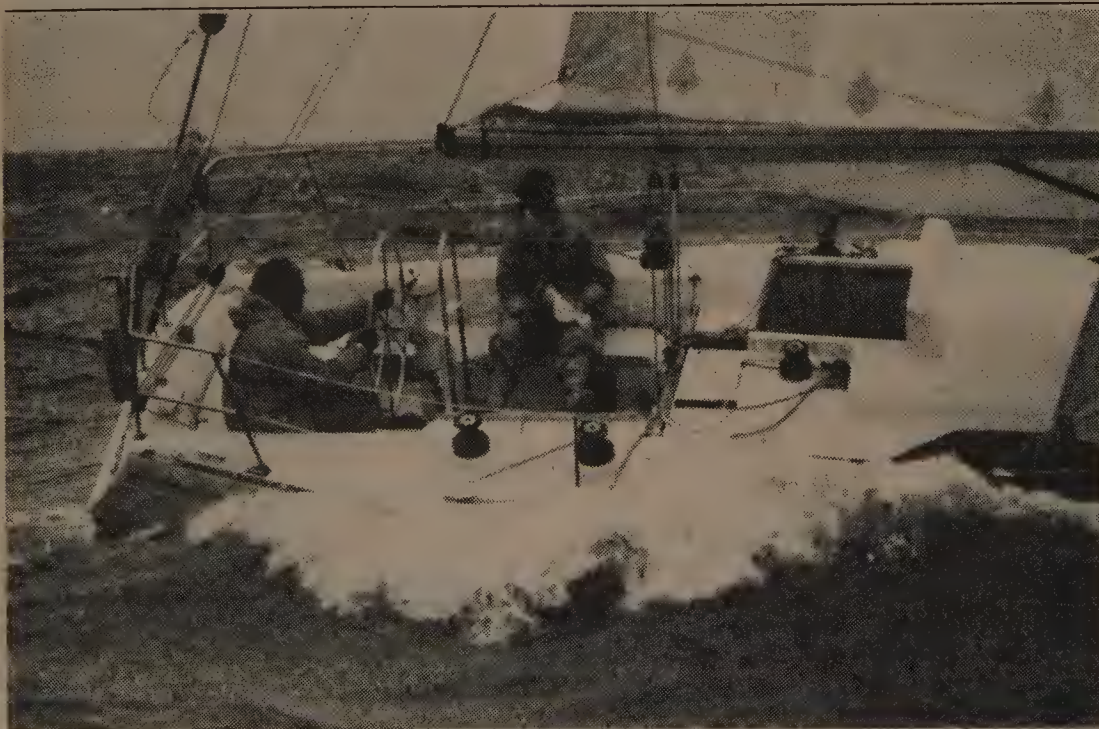
NORTH



LIGHTSHIP



TO THE FARALLONES



Two handing it to the islands.

There are dozens of elements to consider when racing on the ocean, many of which we won't tackle here. Let's assume you have a boat that's well-equipped, and safe, that you're in good mental and physical shape, and that you're willing to put your life in your

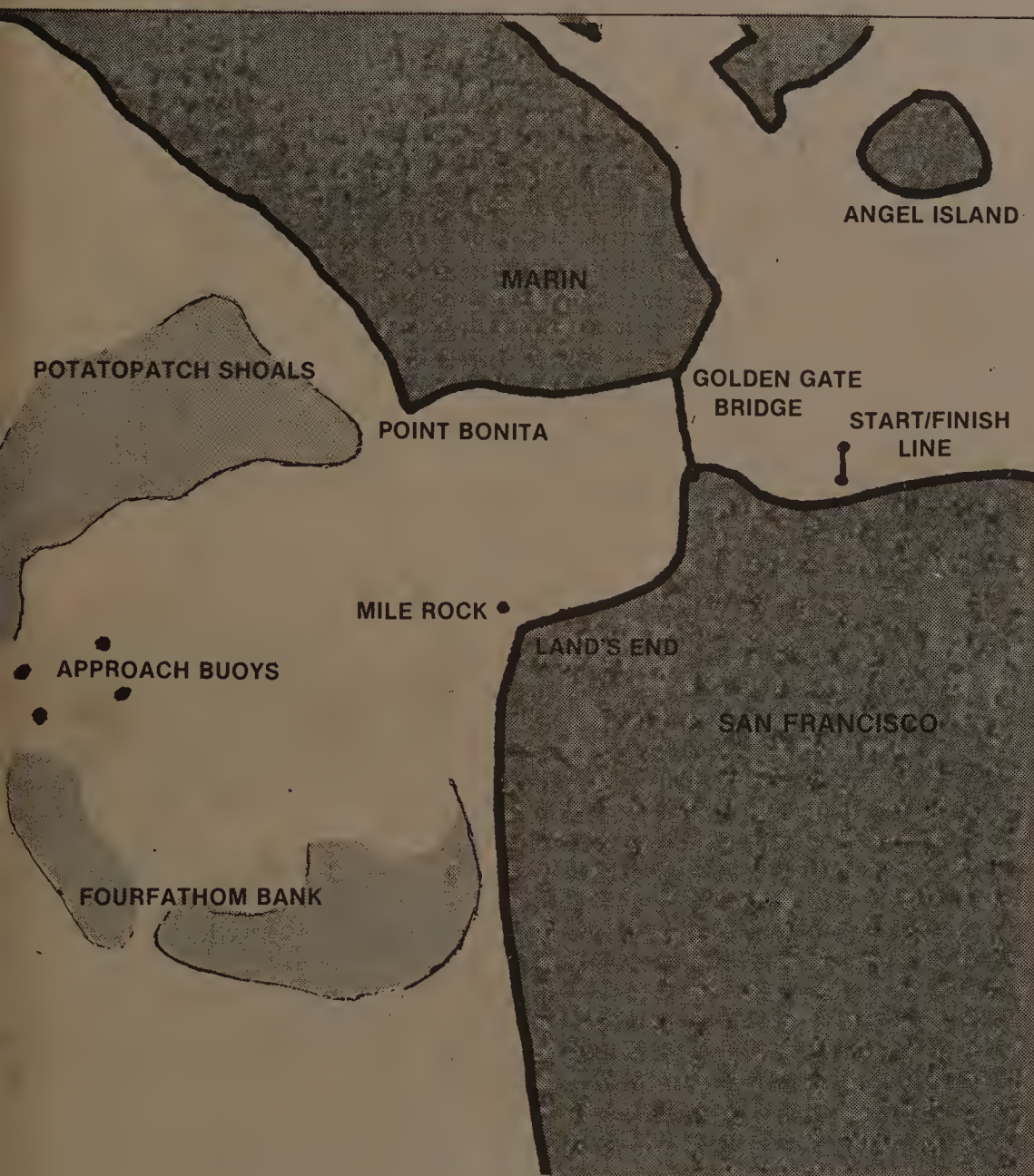
depends on the type of boat you're sailing. Whether you're going fast or slow through the water dictates where you want to go. Mark Rudiger has had great success with ultralights such as the Hobie 33, Olson 30, and Moore 24. Mike Lingsch, on the other hand, scored his double victory in *Odyssey*, a 12,000-pound yawl which he refers to as a "tank." Cliff Stagg has sailed a variety of

boats. He takes the position that size — in spite of what your girlfriend might tell you — is important. "Take the biggest boat you can find," he says. "It's harder work, but you've got a better chance of getting out and back before the wind dies."

This year's Singlehanded race is on April 14th, with the warning gun at 10:00 a.m. The tide book predicts a strong 4.2 knot flood at 9:00 a.m., so you'll be sailing into a decreasing adverse current with slack water at noon. Assuming the wind is coming out of the west, you'll want to beat up the shore off the Presidio where the tide is weaker than out in the middle of the Bay.

Once you get close to the bridge, you have to make a major decision: should I go out the north or south side? Rudiger likes the south side, where relief can be found along Baker's Beach. Lingsch and Stagg prefer the northerly route, where another stream of reverse flowing water can be found between

THE FARALLONES



Point Diablo and Point Bonita.

Once Rudiger reaches Mile Rock off San Francisco's Land's End, he wants to start working north toward the eight buoys marking the main ship channel. Lingsch and Stagg, although they are sailing a shorter course, have to negotiate the tide and wind confusion that can develop at Point Bonita. Once past that, though, they too head towards the channel markers.

The big consideration here is the San Francisco Bar. The Potatopatch to the north and Fourfathom Bank to the south are areas where silt washing out the Golden Gate has accumulated for the past 10,000 years. As shallow as 25 feet in some spots, the Bar has claimed over 300 ships and vessels since 1800. Conditions can go from calm to violent in the space of thirty minutes, with huge ocean swells breaking in a froth of white

water. The most dangerous conditions to watch out for are contradicting wind and tide. A strong ebb, not uncommon in the spring when rain and melting snow add to the normal runoff, running against a still westerly or northwesterly breeze will push the waves up to dangerous heights. Also worth watching out for is a storm to the north, which will send large swells down the California coast. They can be big enough to break unpredictably when they roll over the shoals.

It is of course possible to sail over the Bar, and a northerly breeze might dictate doing so. Just be careful. The safest route is through the shipping channel, which is dredged every year to maintain a minimum depth of 55 feet at low water. If it's windy and/or rough, general consensus is to stay on the south side of the channel. There the

northerly the waves have mellowed out a bit having crossed deeper water. In a southerly, you want to stay away from the Potatopatch and the lee shore of the Marin headlands just beyond it.

Once you're past the Bar, your job is getting to the Farallones as efficiently as possible. Mike Lingsch says he takes regular bearings on the Golden Gate Bridge as he sails out to the Lightship to get an idea how much ocean current there is. Its effect increases the further west you get. The general scenario on this part of the course is that the wind will shift north of northwest as you get closer to the Farallones. You have to tack short of the layline — Mike Lingsch likes to go halfway to what he thinks it would be and then tacks — expecting to be lifted up as he makes his approach.

Both the singlehanded and doublehanded races require you to round the southeast Farallones to port. The trick is to hit it just right so no one reaches up underneath you on starboard tack. When you crack off to make the rounding, there's plenty of water on the west side of the island, but

It is possible to
sail over the Bar.
Just be careful.

"when it's rough don't get too close," warns Cliff Stagg. If you're caught by a wave next to the rocks, you won't make it back to tell about it. In a northwesterly there's a wind shadow on the south side, which gives you a chance to get the spinnaker up. But be prepared for a blast once you clear the island.

If it's windy, the trip back can be a lot of fun, surfing down the waves. However, Mike Lingsch feels too many people get pooped out on the first half of the race to enjoy this portion. He likes to let his self-steering device drive to windward while he navigates, takes bearings and stays warm and dry. He says there have even been times he's gone below for a hot chocolate! After

FARALLONES

turning the corner he takes the helm and concentrates on getting the most out of each wave. Those who've steered themselves all the way to the island are usually wet and fatigued, and their efficiency drops off dramatically.

The ocean current is a key factor on the return. If it's windy from the north, you'll get set farther to the south than you may realize, as happened to Mark Rudiger last year in the Hobie 33. When he discovered he was coming in south of the Lightship, he had to drop his chute and harden up on a close reach. There were many time-consuming crashes as a result. Conversely, in a southerly storm, such as the one in 1982, many of the boats which had big problems were the ones that got set to the north and couldn't beat out of the Potatopatch.

Lingsch feels
too many
people get pooped
on the trip out.

Coming into the Golden Gate, our experts again disagree. Mark Rudiger thinks the leaders will be sailing into the latter part of the ebb, which peaks at 3:00 p.m. at 4.6 knots. He says the relief is on the south shore, and recommends retracing the outbound course. He also allows that in moderate conditions the north shore could pay off, although once again you have to watch out for screwy wind and tide at Point Bonita.

Cliff Stagg says in light air the best return is to heat it up under spinnaker, even if it means going north of the Potatopatch. Once you reach the south flowing current along the shore, follow the Bonita Channel down and stay on the north shore. The best place to cross the ebb is at the Gate itself, where the venturi effect under the bridge increases the wind velocity.

Mike Lingsch likes the north shore too, but for a different reason. "The jibe is the most difficult thing you do all day," he says. If it's blowing at all, the best place to do that is

LATITUDE 38/RICHARD



Sail smart, sail safe.

under the cliffs west of the bridge's north tower. Once you get squared away, you can sail back out into the breeze and cross over to the City Front.

Boats coming in after 6:30 p.m. won't have to worry much about the ebb and can pretty much head down the middle of the channel all the way in.

The doublehanders who race on April 21st should have a slightly easier time with the tides. The first start is at 8:40 a.m., a half hour after a max ebb of 3.7 knots. Common sense dictates heading for the deepest water you can find going out the Gate. Max flood is a little before 4:00 p.m., so the same philosophy applies on the return. According to the tide book, a weak ebb follows slack

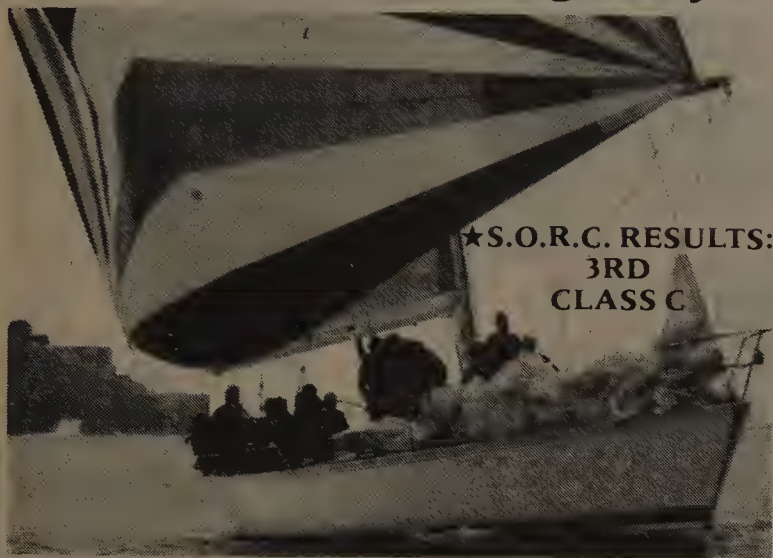
water at 7:00 p.m. If the wind dies you should be able to ghost your way home.

So that's our primer on sailing shorthand to the Farallones. Rudiger says if you're confused he won't mind if you follow him around the course. The important thing is to keep your eyes open and not get foolhardy when yours or someone else's safety is at stake.

According to race organizers, both events should have good fleets. The singlehanders expect up to 50 boats, which would more than double last year's total. The doublehanders are ahead of last year's pace of entries, which numbered 123. You can get more information about the solo race from Ants Uiga at (415) 326-6741 or Gene Haynes at (415) 523-6200. Doublehanders should call Don Sandstrom at (415) 339-1352. Have fun, and make sure you come back!

— latitude 38 — suc

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NEW LIFE

There's few things more heartwarming than seeing old boats given some new life. This spring there are examples of that phenomenon happening out on the Bay. Several yachts which were once "state-of-the-art" and have since lost their new boat lustre are making comebacks. Following is a survey of some of them. This is by no means an inclusive, or even objective selection, which will of course raise the eyebrows of those owners and sailors who think their craft should be on the list. Our apologies in advance to those who fall into that category.

HAWKEYE

Designed by Bruce King, this 48-footer was one of the great rule beaters of the International Offshore Racing (IOR) rule. Instead of a keel it has two retractable daggerboards which prevent leeway while sailing upwind and are drawn into the hull downwind. Without a lead keel, stability comes from the massive 16.5-ft beam. Under original owner David Cuckler from Southern California the boat had great success on the West Coast, including wins in the 1975 and 1979 Big Boat Series here on the Bay.

Hawkeye's radical design was slapped with a big penalty in 1979 and the boat was soon donated to the California Maritime Academy in Vallejo. The cadets sailed the boat with much enthusiasm, starting with the 1980 Big Boat Series. Richmond sailmaker Steve Jeppesen was the master onboard for that series and recalls the boat was unique, to say the least.

"It's different from anything you'll ever sail," he says. "You point the boat five de-

LATITUDE 38°SHIMON



DR. JOHN HUTTON



grees lower than everyone else upwind, but the boards, which are slanted towards the bow, lift you to weather. They're also easy to trip over, so sometimes you crash tack without warning. If both boards are down it's like snowplowing with skis — you stop dead in the water!" It took two guys, referred to as the "Chairmen of the Boards" to crank the leeboards up and down on every tack.

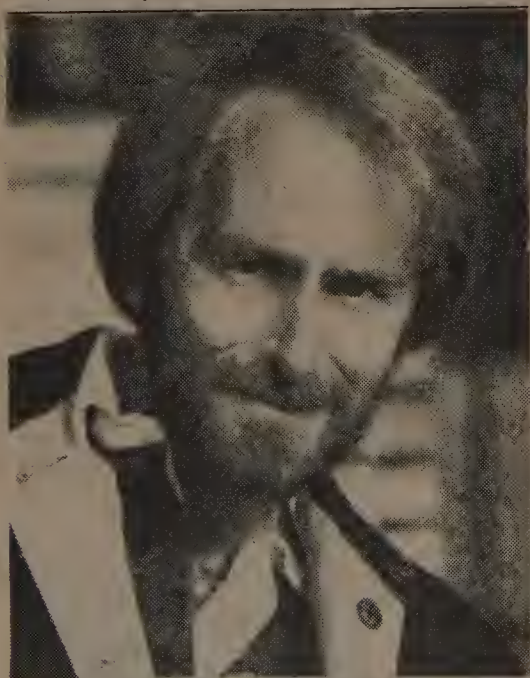
Under spinnaker and with the boards up, *Hawkeye* was also a challenge. "You don't steer for the mark," says Steve. "You just try and keep the boat under the chute."

'Hawkeye' can be a handful on a run. Inset, new owners Don and Tamlin Herndon.

During one race the rudder broke just as Steve approached the leeward mark. *Hawkeye* rounded up as it normally would. Instead of settling down on one tack, though, the boat started spinning in circles while Steve watched helplessly. It took two revolutions before the rest of the crew figured out something was wrong!

Hawkeye was recently bought by Don and Tamlin Herndon of Morgan Hill. Don is a South Bay developer who had co-owned an Islander 36 previously. He says he was look-

LATITUDE 38°SHIMON



Bob Rita of 'Pegasus'.

FOR OLD BOATS

PEGASUS

Another boat making a re-debut at the Big Daddy was the Holland 46, *Pegasus*. Delivered to original owner Dave Fenix of Tiburon for the 1980 Southern Ocean Racing Circuit (SORC), she took a fourth overall against the hot boats of the day. Later that year it tied for second in the Big Boat Series, followed by a third a year later.

Alameda sailmaker Steve Taft was involved with the *Pegasus* campaign at that time. He recalls that during the SORC they found the bow was very fine and the stern very broad. It tended to trim nose down, so they removed some lead. In 1982 Ron Holland designed them a new, heavier keel, but *Pegasus* was never really campaigned hard after that. Fenix was by then involved with his new boat, the Peterson 55 *Bull Frog*.

Pegasus went south in 1982, where a yacht broker gave her a new paint job. In July of 1983 she was sold to Bob Rita, a data

blow, but says it will take a lot of sailing to see how fast she really is. His schedule includes the YRA's bay and ocean races and the Stone Cup in May.

"It's nice to see some of us less wealthy people owning boats like these," Bob says of the revival of *Pegasus* and similar yachts. Of course there will always be the guys with more money who will have newer boats, he adds but then beating them becomes even that much more fun!

GHOST

Ghost is another past Big Boat Series winner formerly owned by a Southern Californian, Dr. John Reynolds of Newport Beach. She was recently purchased in partnership by Saratoga's Dennis Marion and Belvedere's Dean Stiles. This pair spent a lot of time sailing in the early 70's aboard Stiles' Cal 40 *Finesse II*. In 1974, Stiles bought a C&C 43, also called *Finesse*, which he campaigned actively up until a couple of years ago. Marion dropped out of sailing during

'Ghost' during the 1980 Big Boat Series.



LATITUDE 38/RICHARD

processing manager for a San Francisco bank. Previously Bob had owned the Peterson 37 *Pintagel*, which he describes as a 1977 design with a pinched in rear end. *Pegasus* gives him a newer design with a broad stern. Like the Herndons, he has many crew slots to fill. He's found the boat to be stiff in a

the 70's to concentrate on his winery business.

"I spent seven years reading the magazines and drooling," says Marion. One day he called up his old skipper and had soon talked him into looking for a more up to date yacht. They considered such IOR thorough-

ing for a Swan, but when he saw *Hawkeye* decided to buy it instead. He's a little surprised at how many people it takes to sail the boat. For the Big Daddy series in March they had 18 onboard, including one who suffered a mild heart attack while grinding winches. (He's okay now.)

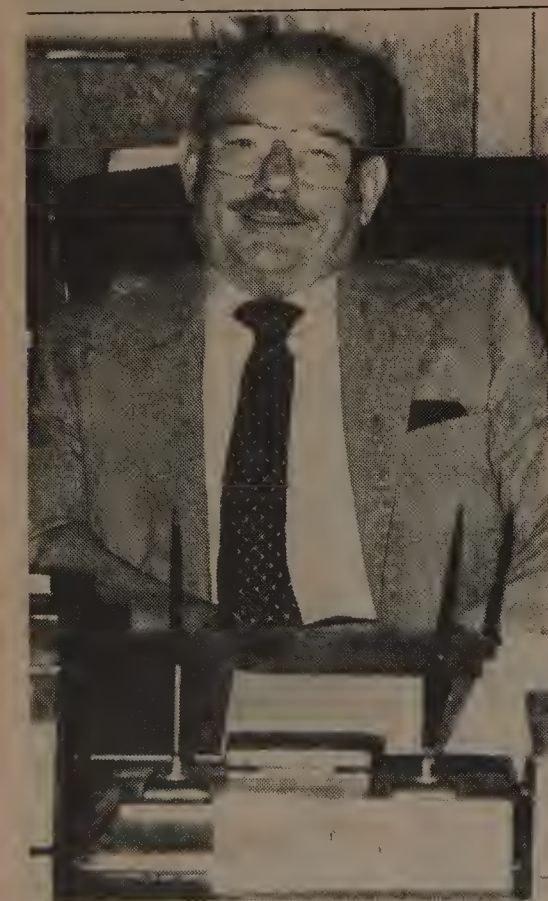
Don and Tamlin are excited about getting the boat's rating down from its present 41.6 feet to the 38 or 39-foot range. They figure they're due at least two feet under the IOR old age allowance. After taking a respectable third in class at the Big Daddy, they're looking forward to the Ensenada Race, the Danforth and the Big Boat Series this fall.

breeds as *Evergreen*, *Intuition*, *Pegasus* and *Ghost*. "Everyone we talked to, especially the guys on the dock, spoke well of *Ghost* and John Reynolds. It was like asking them what they thought about *Windward Passage* (the venerable Gurney 73 that's still winning races around the world)."

Last August they took delivery of *Ghost* and quickly put together a crew for the September Big Boat Series. *Ghost* won her division in that series in 1979, but hadn't been sailed since 1981. Gear problems plagued Dean and Dennis, but they weren't fazed. The boat has recently undergone extensive rerigging and some hull strengthening for sailing on the Bay. This year's itinerary includes the Stone Cup, the YRA bay and ocean races, Long Beach Race Week, the Big Boat Series and then the 1985 TransPac to Honolulu.

SWIFTSURE

San Jose Ford dealer Sy Kleinman says he was looking for a Swan as his first boat. Instead he bought *Swiftsure*, the big, blue Frers 59 formerly owned by San Diego's Nick Frazee. "I had no idea what it meant to get an IOR boat," he says now. "It wasn't rude, but it certainly was an awakening."



Sy Kleinman [sic] doesn't care how you spell his name ... just don't forget it!

LATITUDE 38/RICHARD



It takes a crowd to crew 'Swiftsure'.

Since taking delivery in 1980, Sy has been gung ho with the boat. In 1981 he had America's Cup helmsman Dennis Conner steering for the Big Boat Series. In 1982 he won the IOR division of the Kauai TransPac and took part in the Pan Am Clipper Cup in Honolulu. Last year he had considerable work done on the boat, including moving jib leads inboard, adding lead to the keel and buying new sails. This year's schedule is full, with attendance planned for Long Beach Race Week, Clipper Cup and the Big Boat Series. Sy's crew is also trying to talk him into next year's Sydney-Hobart race in Australia, but with a new house in the works he says that might be tough.

Sy was vacationing in Sydney recently and he made an interesting discovery in the public library there. He looked up "Swiftsure" and found a listing for a book in the rare collection section. Called "A Voyage up the Mediterranean", the vintage volume contained a history of ships in the British Navy which have all been named *Swiftsure*. One helped Drake defeat the Spanish Ar-

mada, another was with Lord Nelson in the Battle of Copenhagen, as well as the Battle of the Nile and the Battle of Trafalgar. The book even said that part of Lord Nelson's coffin is made from the mast of a *Swiftsure*!

DEFIANCE

Bernd Gadow and John Shirley are a pair of Islander 36 sailors who decided to join forces and buy the dark blue hulled *Defiance*. Designed and built by New Zealand's Lidgard Yachts, this fractional rigged 39-footer was launched in 1982 and competed in the Clipper Cup that year. John Lidgard then continued east to San Francisco for the Big Boat Series and left the boat here to be sold afterwards.

Shirley, a lawyer who used to crew on Chuck Winton's Islander 36 *Chimo*, describes his syndicate with Bernd as a low budget affair. "Not only that," he says, "but I had to buy my wife a new car and a dining room table as part of the deal. This boat is highly leveraged!" The two have enjoyed it

LATITUDE 38/SHIMON



so far, competing in the midwinter series and taking second in class during the Big Daddy regatta. They plan to optimize the boat's 30.0 foot rating a bit and have recruited Santa Cruz 27 ace Bren Meyer to sail with them this summer. If all goes well they'll sail in this year's Big Boat Series and then go on the 1985 TransPac.

SNIPES

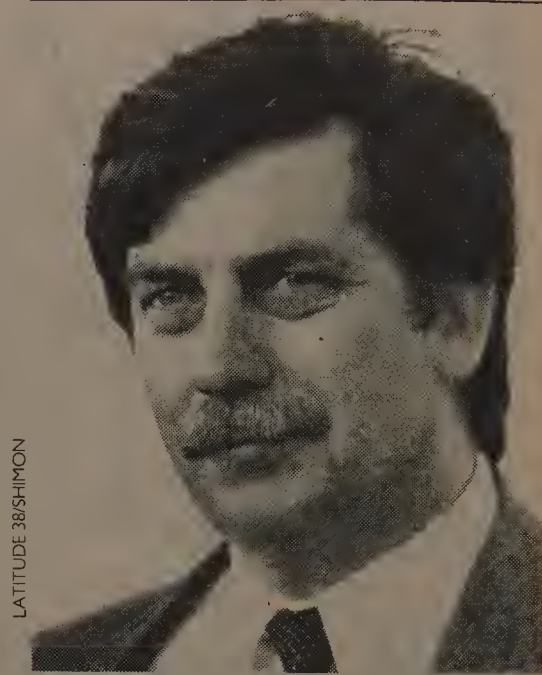
It's not only big boats that can make a comeback. Little ones can too, like the 15-ft Snipe class, which is currently enjoying yet another renaissance on the Bay. Designed in 1931, the hard-chined sloop with the high boom and deck sweeper jib appeared locally shortly thereafter. In the 1940's it was the boat of choice for such later stalwarts as Bob Klein, Bob Carrick, Alan Clark, and Gordy Miller. In the 1960's the sloop blossomed again, drawing the likes of Carlos Matson, Dick Rose, Jim DeWitt, Jim Warfield and Bob Huggins.

Sturdily built at 381 pounds, the Snipe has modernized with the times, a key to its longevity. The hull shape remains the same, but bendy spars, newer rudder and center-

board shapes, and double bottoms — which makes the boat self rescuing — have kept the boats fun to sail. There's no trapeze or spinnaker to worry about and husband/wife crews are often the rule rather than the exception in this class. Tactics and boat handling are the keys to racing success.

The most recent revival started in 1979 when Spencer Allen and Tom Baffico organized a fleet purchase, entitling everyone to healthy discounts. Since then interest has grown. Now there are some 26 active Snipes in the Bay Area, some sailed by veterans like Warfield and DeWitt and others by newcomers such as John Kostecki and Mike Herlihy.

Price-wise the Snipe is hard to beat. New boats run about \$4,000, with another \$1,000 for sails and a trailer. A good used boat will sell for \$2,500. Since the hulls are so strong, their trade-in value remains high year after year, unlike some high performance dinghies which tend to break down after a tough season on the Bay. You can get



Above, Bernd Gadow of 'Defiance'. Below, Snipes are simple and fun.

out with something like a Snipe. The lessons you'll learn starting small will carry over as you trade up. There's no better classroom for



more information on the boat from Spencer Allen at 525-8262 (home).

Those of you who have notions of buying a big boat one day might do well to start

learning about sailboat racing than with your butt hanging over the rail, tiller in one hand and mainsheet in the other. The loads get bigger and the cockpit more crowded in the large yachts, but all the same rules apply.

— latitude 38 — suc

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THE SANTA CRUZ REPORT

Santa Cruz has had a wonderfully mild winter this year. It's been a delight to the year-around beachgoers and a relief to storm-weary residents who for the previous two winters have had their fill of high winds, huge waves and swollen rivers. The sunny weekends have brought tourists to town, most of whom filter down to the beaches to take advantage of the sand and surf.

The conditions have also been great for sailing, with light to moderate breezes, smooth water and crystal clear air. But there aren't any boats out these days, except an occasional Hobie Cat or Windsurfer. The reason is they're all locked into their harbor, trapped behind the infamous Santa Cruz Harbor sandbar.

For those who are not familiar with Santa Cruz, the small craft harbor breakwater functions not only as a harbor (in good months), but also as a year-round sand catcher. Sand flowing naturally down the coast and silt from the San Lorenzo River just to the west pile up against the west jetty, and works their way through and around it. It doesn't take long for a sandbar to form in the entrance channel and several hundred feet out into the bay. On stormy days or when big ground swells are running, sailors have also noticed what appears to be a bar developing a hundred yards southeast of the entrance.

Several years after the harbor opened in the mid-1960's, sand began to accumulate at the jetty. It was soon evident that a dandy surfing wave was breaking around the jetty and across the sandbar. Since then surfers have been using the harbor more in winter months than boaters.

It really is a remarkable wave. There is a hair-raising take-off only a few feet in front of the jetty's large cement jacks. Making the take-off is one thing; keeping your act together and making the rest of the wave is another. Immediately after the take-off, a half water/half sand tube rips off toward the center of the channel at a speed many riders cannot handle. Right now the sandbar is well established so the wave peels off beyond the east jetty to Twin Lakes Beach. Other times, though, the wave backs off in mid-channel, creating a situation where boats and surfers are both using the same patch of water.

Surfing at the Santa Cruz Harbor is illegal, punishable by a fine and confiscation of the surfboard. The Harbor Patrol cracks down on offenders when the channel is even marginally negotiable. There have been many instances of boats suddenly having to avoid a paddling surfer while trying to keep from broaching on a wave beneath them. Such broaches can send boats out of the channel quickly. When the waves are huge, however, there is nothing vaguely resembling a channel and surfers ride without any interference from the Harbor Patrol.

So far the only way to handle the sandbar problem has been to rent a big dredge and vacuum the sand away. Several years ago the Army Corps of Engineers, who built the harbor, set up a small station on the west jetty to experiment with a way to get rid of the sand. Eventually they dismantled it and left. This last year, tons of concrete were injected into spaces in the west jetty in an effort to block sand from working its way directly through the jacks. So far it seems to have had a positive effect, although one wonders if the entire jetty — in one piece — is going to move slowly in the channel!

Every year around this time, fishermen and sailors anxiously await the day they first see the dredge churning a hole through the entrance that they, with great caution, can use. That signals the start of the season. Once the dredge has punched through, it then goes back and widens the channel, and tries to get rid of any bar that is forming outside the entrance.

This year the dredging has been delayed, because two active bidders vied for the job. McAmis, Inc. came in with the low bid of \$567,000 for the project to be completed by Easter. They competed against Shellmaker, Inc., veterans of many Santa Cruz dredgings, who came in with a bid of \$580,000. Because Shellmaker has the

PETER COSTELLO



The Santa Cruz entrance; great for surfing, not sailing.

equipment and experience to confidently handle the project, they were awarded the contract despite the higher cost. McAmis filed a formal protest with the government. As a result of that protest a mandatory 15-day administrative period was put into effect to resolve the problem. Needless to say, the boating community here is losing patience with all this red tape. The most important thing on the boat-owners' minds is getting the harbor open as quickly as possible. March 28th was the earliest any dredging could start, which would mean the harbor mouth wouldn't be open until the second week of April.

The Port District has met on several occasions with the Feds. The Army Corps of Engineers is willing to do yet another study of the problem at the cost of over \$200,000. A number of people feel that it would be a guaranteed waste of time and money, that direct action is what's needed. Ideally the Port District would have the Feds foot the bill for dredging four times a year for the next five years, while a new plan is developed. If that's not possible, it would be acceptable for the Feds to dredge twice a year, and have the Santa Cruz Port District pick up the tab for the third dredging — this also over a five-year period. A third alternative is for Santa Cruz to get its own dredge and do the job itself. Meanwhile Santa Cruz' active sailing and fishing fleet stays locked in the "Boat Preserve", unable to get out in all but the calmest high tide conditions.

An Olson 30 recently went out on a very high tide for a week-end of sailing. What a strange sight it was to see a spinnaker on the horizon! After anchoring out for the weekend, it was time to come back in on Sunday night. They sent an inflatable in to scout for the deepest part of the channel. Once it was found, they very matter of factly steamed into the harbor, hit the sandbar and layed over on their side — crew out on the boom, motor in and out of the water as waves went lapping by. As each of those little swells passed under the boat, it inched its way further and further across the bar. After about 15 minutes, the Olson was upright and on its way to the hoist. Not the best way to maintain a racing keel, but it's the only way to go sailing in Santa Cruz.

— peter costello

THE RACING

This month we have results from the month of March plus a look at the **Congressional Cup** and the unique **Oahu For Two** race. Also, there are more **Midwinter results**, upcoming races and a report on the new **Mancebo 31**.

RACES PAST

You'd never guess that we're still a month away from Opening Day with all the racing that went on in March. The San Francisco City Front, for example, was a beehive of one design racing activity. Here are the winners from that and other action.

March 3-4, St. Francis YC Keel Regatta — *Etchells 22*: Hank Easom, St.FYC; *J-24*: Ray Delrich, RYC; *Soling*: Jeff Madrigali, SFBSA.

March 10, Women's Racing Association Winter Series #3 — Division A: *Smokin' J*, J-35, Suzy Madrigali, Tiburon; *Division B*: *Legs*, Moore 24, Viola Nungary, Lake Tahoe; *Division C*: *Shanghai*, Islander 28, Carol Jesmore, Sausalito; *Division D*: *American Express*, Ranger 26, Linda Ardleigh, Tiburon.

March 10-11, St. Francis Spring Dinghy Invitational — 505: Wandolleck/Kuncl, RYC; *International 14* — Alan Laflin; *Fireball*: Richard Butler, DSC; *Snipe*: John Kostecki, StFYC.

March 17-18, St. Francis Spring One-De-

36: Absolute, Russ Schneider, StFYC.

The weekend of March 17-18 also featured some special races on the Bay. On Saturday the 17th, 20 past champions of the Cal 20 class gathered east of Yellow Bluff in Sausalito. Three races to determine their champion of champions were scheduled, but lack of wind and abundance of tide forced them to quit after only one. Kevin Friel of Sausalito thereby became the titleholder, with Berkeley's Ross Craig second and Richmond's Austin Gibbon third.

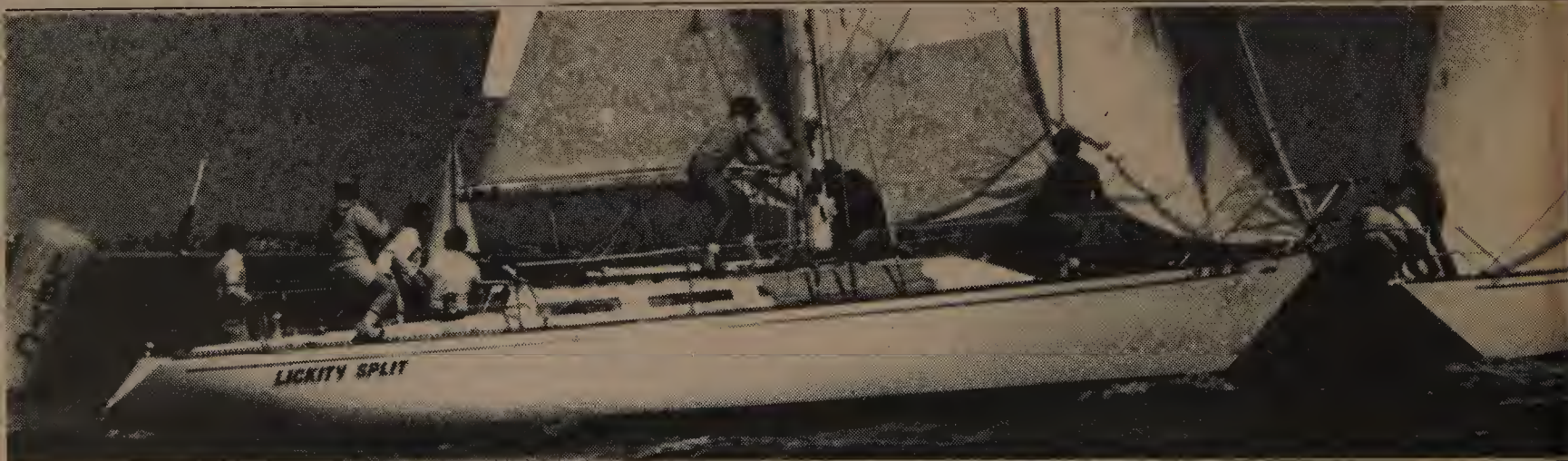
On Sunday, San Francisco's China Basin was the site of the first Millimeter miniature 12 meter tag team races. Teams of three sailors competed in a trio of triangle races followed by a ten-lap finale, with each team member sailing 3 and 1/3 laps. Winners were the "Monterey Monkees" composed of Harvey Kilpatarick, Dick Clark and Frank Miller. They were followed by the "Wee Bad" group of Bob Smith, Jeff Stine and

John Kostecki and crew, left, leading Tom Blackaller's boat in the 1984 Congressional Cup.



LATITUDE 38/RICHARD

champions race. Division winners from the mid-winter races met for a reverse order start. First across the finish line won and that turned out to be Bill Semanek's Sonoma 30 *Bodacious* driven by designer Carl Schumacher. Second was Dick Heckman's Olson 30 *Saint Anne* and third went to Kim Desen-



sign Invitational — Santana 35: *Cheers*, George Vasick; *Cal 29*: *Champagne*, Bruce Easom, SYC; *Islander 28*: *Shanghai*, Ken Jesmore; *Tartan Ten*: *Tesserae*, Steve and Chris Jeppesen, StFYC; *Olson 30*: *Carina*, Tim Lane; *Etchells 22*: *600*, Charles Moan/Hank Easom, StFYC; *Newport 30*: *Top Gallant*, Frank Hinman, SFYC; *Islander*

Don Blythe. Third went to "Packy's Hacker's" which included Bruce Munro, Packy Davis and Gary Edwards.

Meanwhile over on the Berkeley Circle, Oakland's Metropolitan YC would up their mid-winter season with a champion of

berg in the Wylie Wabbit Mr. MacGregor. Last year's winner, Dan Wollery's Olsen 8.3 *Bella Donna* led the fleet by almost a half mile at one point, but when the westerly filled in behind her so did the rest of the fleet. *Bella Donna* ended up fourth.



Congressional Cup

For the second year in a row, Richmond YC's John Kostecki proved his mettle against nine of the best match racing skippers of the world at the Congressional Cup Series. Sailing with a Bay Area crew composed of Rich Hackett, Bill and Dennis



TOM WITHERSPOON

George, Hartwell Jordan, Jeff Lifton and Mike Herlihy, the 19-year old Kostecki won a tie for second against Ireland's Harold Cudmore. This bettered Kostecki's 1983 finish of third, even though, according to Herlihy, "they sailed better last year."

Etchells collage against Mt. Tam.

"Last year we were screwed in the protest room," says Mike. "This year we protested two boats and lost once in the protest hearing. If we had won we would have ended up tied with Dave Perry (the eventual Cup winner). We've learned that it's best to stay out of 'the room'. There's always the chance that someone will tell a better story than yours."

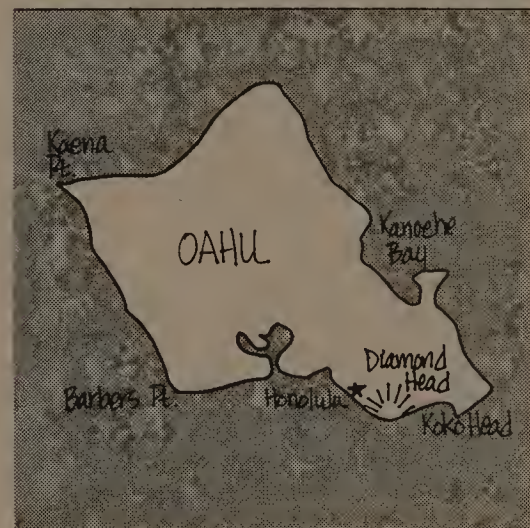
Alameda's Tom Blackaller also steered one of the supposedly identical Catalina 38's, but found his somewhat less than equal. Tommy retired after the second day of racing and failed to compete for the final two heats.

OAHU FOR TWO

Sitting in the middle of the Pacific Ocean, Hawaii draws elements from many cultures. The result is that we enjoy the best from a wide selection. We also have the greatest climate for sailboat racing in the world. Why, it gets so cold at night that you have to put on a tee shirt! By now everyone knows about

our Clipper Cup series which climaxes with the 800-mile race around the State. Now we have a low budget item that is just as grueling — the "Two Man J-24 Race Around Oahu".

Our race around Oahu has something of everything. In normal Tradewind weather



Oahu in the Hawaiian Islands.

you have approximately 40 miles of beating to weather, 35 miles of close reaching and 40 miles of spinnaker work. Included in that is the notorious Molokai Channel. My last two crossings were typical with steady 25 to 30 knot winds and seas to 18 feet. To balance this out we have the sheltered Waianae coastline where you can swelter in the hot sun while praying for one slight breath of air.

Thanks to Graham Eder, we borrowed a Kiwi idea with a couple of slight modifications. The New Zealanders do this type of race with stop-offs every night as they go around their North Island. We decided to use the Kiwi idea of sailing around the island but to do the 115 miles in one day. We also borrowed some of the New Zealand rules. You were allowed to paddle or row your boat to help get out of the calm spots. Also we decided that you could bring along

MIDWINTER

COYOTE POINT YC

DIVISION A:

1 Criterion	C&C 40	Hallenbeck	San Mateo
2 Wind Warrior	Peterson 43	McCaferly	Mt. View
3 Coyote	Wylie 34	Kluznick	Palo Alto
4 Wolfpack	Serendipity 43	Wolf	Hillsborough
5 Spellbinder	Santana 35	Johnson	San Carlos

DIVISION B:

1 Charlie	Catalina 30	Cambell	Mt. View
2 Express	Catalina 27	Roe	Foster City
3 Bewitched	Catalina 27	Aldridge	Burlingame
4 Beamish	Luders 36	Fairchilds	Palo Alto
5 Medea	Coronado 25	Weidner	San Jose

DIVISION C:

1 Chablis III	C&C 36	Few	Mt. View
2 Ole	Soverel 26	Melcalfe	Foster City
3 Cannibal	Islander 36	Weathers	San Mateo

DIVISION D:

1 Bitter End	Catalina 27	Bitter	Redwood City
2 Huffletoo	Cal 2:27	Olson/Lunardini	S.F.
3 Colonia II	Ericson 29	Kirberg	San Mateo
4 Wildcat	Catalina 27	Davis	Mt. View

RICHMOND YC — CONT'D

2 Tom Edwards	CSC
Finn	1 Rick Peyran RYC
	2 Louie Nady StFYC
Fireball	1 Kers Clausen RYC
	2 Scott Rovnpara DSC
Lightning	1 Timothy Barnes SRSC
470	1 Bryant Sih RYC
	2 Ping Sih RYC
Laser II	1 D/B Shelton SCYC
Snipe	1 J/L Grubbs ABYC
	2 Warfield/Kelly RYC
	3 W/M.L. Wheaton RYC
Flying Junior	1 M. Broad/F. Beering ABYC
	2 Tom Barnhill RYC
	3 Dan Korb RYC
Laser	1 Jon Perkins StFYC
	2 Ernie Rodriguez StFYC
	3 Mike Dias StFYC
Wing Dinghy	1 Jim Antrim CSC
Sunfish	1 Bob Cronin Lera SC
El Toro (Sr.)	1 Dennis Silva LMSC
	2 George Martin FSC
	3 Walt Andrews
El Toro (Jr.)	1 Brady Sih RYC
	2 Jason Fain RYC
	3 John Sweeney
Topper	1 Ken Finnocchio DSC

RICHMOND YC

Thistle	1 Ron Smith	Palo Alto YC
J-24	1 Sedon Witten	RYC
	2 Bill Drummond	Cal SC
Etchells 22	1 Bert Clausen	RYC
	2 John Ravizza	StFYC
	3 Tom Alexander	RYC
Catalina 22	1 Dave Stone	
505	1 J. Maloney/J. Gilmour	RYC
	2 C. Klein/Hellman	RYC
	3 Tara/Wahle	SCYC
Internat'l Canoe	1 Del Olson	RYC
Internat'l 14	1 Eric Arens	DSC

SAUSALITO YC

DIVISION A:

1 PDQ-I	J-36	Robert Maloy	SYC
2 Jeito	J-24	G. Smith	SYC
3 Dona Mia	Cal 2:29	Sargeant/Aman	SYC
4 Surprise	Hunter 34	Jon Rollen	

movable ballast. It had to be water and not weigh more than two hundred pounds.

Since our J-24 fleet is small and this was to be our first annual race, we searched for attractive prizes. These ranged from a new headsail from the local loft to a pair of sailing gloves. There was also a dinner for two on another island with transportation provided by the host in his private plane. These goodies inspired a lot of interest.

Unfortunately, a series of El Nino-inspired storms delayed the race until mid-May,

when only three boats made the start. In Zap we had Graham Eder and Tom Andrews while Les Vasconcellos and Phil Drips raced *Chicken Hekka*. On my boat *Nene* were Jim "Fuzz" Foster and myself. Together the six of us have over 100 years of ocean racing experience.

The course was counterclockwise around the island, starting and finishing off Honolulu. We all got a chance to try out our rowing technique early, but fortunately the wind filled in near Diamond Head. From there it was

a nip and tuck battle between the three of us, with the lead changing hands several times throughout the night and into the next day. We spent much of the time surfing down the north side of the island on the blackest of nights, our only contact with anyone else being the sound of Zap's bow wave as they tried to pass us.

I made a critical mistake after rounding Kaena Point, sailing out from shore while Graham and Les stayed inshore. They both fared better when the wind lightened. We

RESULTS

SAUSALITO YC — CONT'D

5 Alliance	C&C 38	Clutterbuck et al	
DIVISION B:			
1 Summertime Dream	Schum. 1/4 ton	Rob Moore	SYC
2 Twisted	Ranger 23	Don Wieneke	SYC
3 Margo	Cal 2-27	George Adams	SYC
4 Sabre	Col. Sabre	Charlie Beirne	SYC
5 Anahita	Cal 25	E. Tankersley	SYC
6 Rigel	Ranger 23	C. Mueller	SYC
DIVISION C:			
1 Galante	Folkboat	Otto Schreier	SYC
2 Dollin	Cal 20	Bernie Lewis	SYC
3 Antoinette	Folkboat	R. Hogan	SYC
4 Hard and Fast	IP 40	Robert Hardin	
5 Footeloose	Vanguard	Scott Foote	SYC
DIVISION D — Islander 28:			
1 Viria del Mar	Van Fowler	SYC	
2 Jose Cuervo	Sam Hook	SYC	
3 Double Eagle	R. Campbell		
4 Esprit	Larry Walter	SYC	
5 Chimera	R. Debnam	SYC	

SAUSALITO CRUISING CLUB

DIVISION 1:			
1 Mirthmaker	J-24	Kirk Denebein	S.F.
2 PDQ-1 *	J-36	Bob Maloy	Sausalito
3 Jello	J-24	Gordon Smith	S.F.
4 Vorticity	Olson 30	Jeff Gething	Richmond
5 Sorcerer	C&C 1/2 ton	Grag Cody	Brisbane
DIVISION 2:			
1 Summertime Dream	Bogus 26	Rob Moore	S.F.
2 Roquefort	Newport 30	Bob Marshall	Greenbrae
3 Suzi	Day. 1/4 ton	Rodney Eldredge	S.F.
4 Mariner	Ranger 26	Bruce Darby	Tiburon
5 Balzaphire	Islander 28	Gorege Horsfall	Tiburon
DIVISION 3:			
1 Twisted *	Ranger 23	Don Wieneke	S.F.
2 Impossible	Ranger 23	Kneeland et al	Sausalito

SAUSALITO CC — CON'D

3 Howlin' Owl	Excalibur 26	Van Jepson	Campbell
4 Sans Egal	Excalibur 26	Dennis Root	Sunnyvale
5 El Vono	Ericson 27	Von Wiedenfield	San Rafael
DIVISION 4:			
1 Juggler	Coronado 25	Larry Russo	Sausalito
2 Our Boat	Coronado 25	Frank Lossy	Berkeley
3 Enchantress	Catalina 27	Norm Julian	Livermore
4 Peace and Quiet	Ranger 33	Rexford Abbott	San Jose
5 Bombay Girl	Coronado 25	Jack Ferrari	S.F.
DIVISION 5:			
1 Galante	Folkboat	Otto Schreier	Mill Valley
2 Firecracker	Cal 20	Jim Skaar	San Rafael
3 Westwind V *	22' sloop	Wallace Murray	S.F.
4 Ripple	Catalina 22	Steve Dietz	S.C.
5 Harvey	Cal 20	M/H Naylor	Oakland
6 Muppets	Cal 20	Ray Kuhn	Mill Valley
DIVISION 6 — Santana 22:			
1 Wile E. Coyote	Joe Sheely	San Mateo	
2 Touche	Lynn Magnet		
3 Dupper	Joe Schmidt	Redwood Shores	
4 Shibuski	Sandy Kaplan	S.F.	
5 Tenuous	William Brugler	S.F.	
DIVISION 7 — Golden Gate:			
1 Pajarita	Robert MacDonald	S.F.	
2 Osprey	Peter Sears	Mill Valley	
3 Sanderling	Bob Counts	Sausalito	
4 Phoebe	Mary Jane Evans	S.F.	
5 Kuulpo	Cris Kraft	Mill Valley	
DIVISION 8 — Bears:			
1 Little Dipper	Joe Bambara	S.F.	
2 Smokey	Stephen Robertson	San Rafael	
3 Bandersnatch	Peter Lind	San Anselmo	
4 Watah Bear	Thomas McCarthy	S.F.	
5 Circus	Nancy Harter	S.F.	
DIVISION 9 — Columbia Challengers:			
1 Suzy Q	James Van Blarigan	Oakland	
2 Shay	Rich Stuart	San Anselmo	
3 Five Star	Gordon Hennessy	S.F.	
4 Rurik	Norm Carter	Saratoga	
5 Lorelei	Don Volk	Los Altos	
* Protest Pending			

were even reduced to rowing once again at Barbers Point, but the northerly returned for the final approach. Graham and Tom were the winners with what we think will be a record for a long time. Shortly after their 21 hours, 9 minutes came Les and Phil. Regretfully Fuzz and myself struggled in an hour later. But all of the entry fees (including those that didn't show up) went to a great Margarita party right after we finished. See us April 6, 1984 for the second annual race when we may open the race to bigger boats,

like a Holland 41 and Peterson 44.

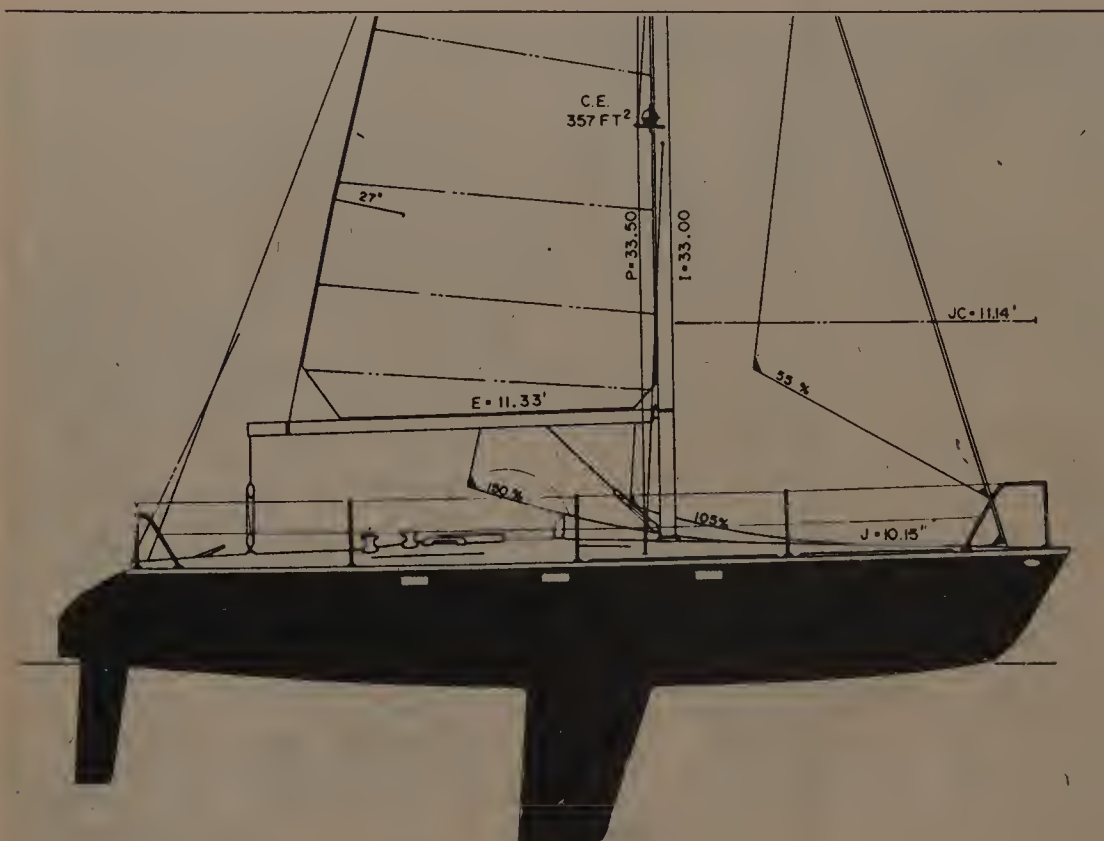
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RACES FUTURE

The March 31st Lightship race not only marks the beginning of the Ocean YRA season, it also kicks off the first **Olson Cup** competition for 1984. Northern California owners of the Olson 40 class, the big, speedy

one designs made by George Olson's Pacific Boats in Santa Cruz, have put together a format for the Cup. Also included in the series are a regatta in Santa Cruz on May 12-13, one on San Francisco Bay in July, and the Olson 40 Nationals from September 6-9. The nationals are open to any of the 28 boats that have been built since September 1982, and will include buoy racing on the Bay, an ocean race to Santa Cruz, and more buoy racing off Santa Cruz. For more information, call (408) 475-8586.

THE RACING SHEET



ning to do it ourselves. For more information call Steve at (415) 234-4334 or Millimeter Marine at (415) 485-1783.

NEW MORA BOAT

Marine designer Dave Mancebo, best known for his Midget Ocean Racing Association (MORA) yacht *Critical Mass*, is completing a new 31-footer. Mancebo designed and built the yacht, as yet unnamed, for Carl and Mark Ondry of Redwood City, two other active MORA racers. Actually, Dave had originally created the idea of the boat for himself and John Dukat, his partner in the 23-ft *Critical Mass*. When Ondry saw a preliminary sketch of it, he immediately wanted it as a replacement for his Yankee 30 *Wildfire*.

The 31-footer's primary purpose is to finish first in the MORA races, in particular the annual long distance event to San Diego. At 3,450 pounds, the boat weighs less than comparable MORA ultralights and has slightly more beam. Mancebo hopes this combination plus a very stiff hull will give the boat downwind speed as well as the ability to sail well upwind.

After completing the hull and deck, Mancebo will deliver his efforts to the Ondry's. Carl and Mark will then rig the boat in their Redwood City backyard. They'll be making their own rudder bearings, chain plates and even a moveable mast step. If all goes well, they'll have a couple of the MORA spring races under their belts before the June 30th start of the San Diego race.

The MORA season, for ocean-going yachts 31 feet or less, starts March 31st with the Lightship race. The spring series runs through June 9th, followed by the June 16 race from Berkeley to Monterey and then the San Diego extravaganza. Their fall series runs from July 28th to October 14th. For more information on MORA, call John Dukat at (415) 522-1396.

Dave Mancebo's 31-footer for Carl and Mark Ondry.

They say the Windsurfer **Easter in Mexico** trip, which will run from April this year, is one of the great parties of our age. A week of boardsailing, sun, parties and relaxation. We know most of you are too busy for such frivolity, but just in case you're interested, call (415) 595-2285 for more information.

April 21st marks the first race of the 1984 **Small Yacht Racing Association** (SYRA) season with a race starting off Knox buoy. Fleets with their own starts for the series are the Rhodes 19, Merit 25, Santana 22, Venture 24/25, Cal 20 and Electra. There will also be two invitational divisions where yachts will compete against each other using the Portsmouth Handicap System. For more information about SYRA, call Howard or Edna Robinson at (415) 357-1634.

And if you have an IOR certificate for your boat, you've already qualified for the April 28th **Little Big Deal** regatta to be sailed in Richmond. Competition will be in miniature 12 meters with the skipper doing all the work him or herself — driving, sail trim and spinnaker changes. "Rock stars" and hangers-on need not apply, although they are free to cheer or jeer from shore. All racing will take place within earshot of the beach. This unique event promises to be fun. We're plan-

Don't forget the **Camellia Cup** at Folsom Lake on March 30 to April 1. This is one of the biggest inland lake regattas in the country with over 300 boats attending. Call (916) 731-4449 or (916) 726-0464.

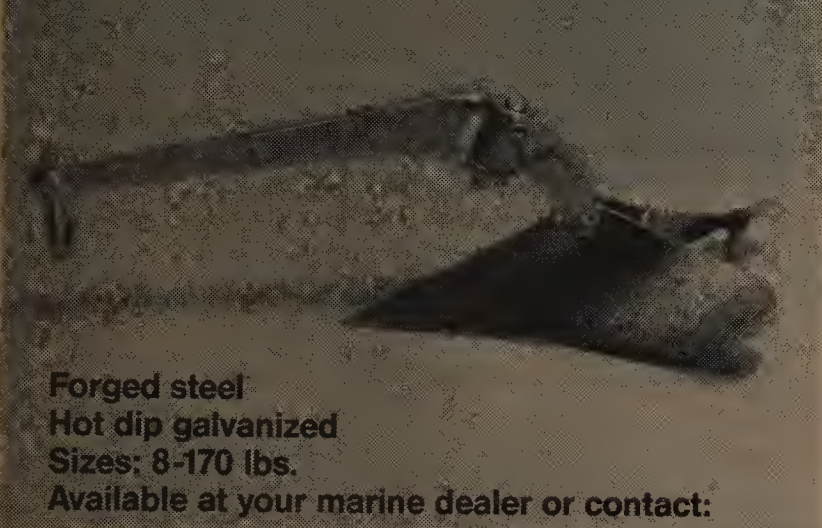
If you'd prefer a little salt water instead of Folsom Lake's fresh water, try the April 7th **Carquinez Strait Regatta**, held between the Benicia and Carquinez Bridges. The Benicia YC will host this event and invites competition in both keel and centerboard classes. Contact Scott Rovanner at (415) 939-4069 or Chip Hellier at (415) 427-4513.

Are you a teacher or industry trainer with sailing experience? The United States Yacht Racing Union is looking for **Clinic Directors** to train sailing instructors. They'll be holding a course for this purpose in San Francisco on April 7-10. They also have a need for instructors to participate in an exchange program with England, France and Spain. The person to talk to about either of these activities is Hope Capua at (401) 849-5200.

Newport Harbor YC in Southern California will host the first **U.S. Yacht Cup Challenge Cup** on April 11-14. This is a struggle for bragging rights by some of the country's best sailing clubs. We plan to bring you a report of the proceedings, but if you want to know more beforehand you can call Kevin Riley at (714) 673-7730.

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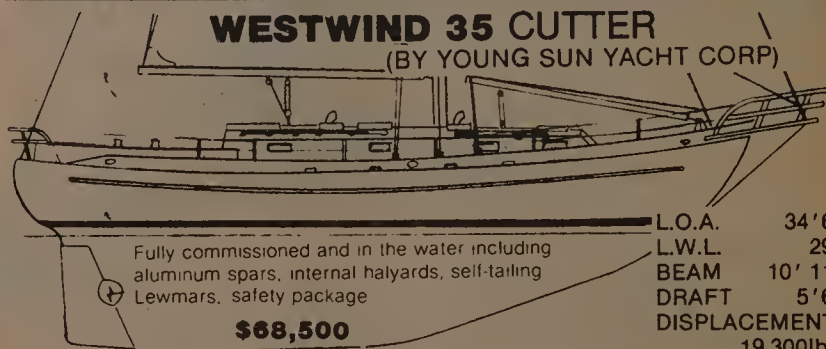
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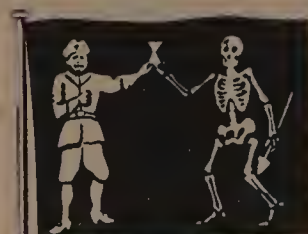
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CHANGES IN

With reports this month from **Endeavor** in Puerto Escondido; the **Hotel Oa Oa** in Bora Bora; **Magic Dragon** in the Bahamas; **Yachties** in La Paz; **Tiare** in Hawaii; **Jatimo** in San Diego; **Mar y Vent** in Cabo San Lucas; **Virago** last year on Molokai; **Sea Pod** in La Paz; **Jocelyn** in Newport Beach; **New World** in Saipan; **Stone Witch** in Mazatlan; the **Rock Shop** at San Juanico; the **Berth Boom** in La Paz; and **John Neal** in Tahiti.

Endeavor — CT-41 ketch Norman and Danny Parish Puerto Escondido, Baja (Seattle)

You never know what's going to happen when you take off cruising. The experience of the Parish family is just one good case in point. When they arrived in Mexico back in 1981 they thought they'd stay awhile, but certainly not this long. And now it looks like they'll possibly be staying even longer.

The reason is that ever since the battered docks at Puerto Escondido were reopened in February, Norman and Danny have been more or less acting as the liason between the yachties and the Mexican government which owns the docks. They've been collecting the

Nonetheless there is plenty of good water available at the head of the dock.

Apparently Alfredo, who runs the trailer park and the marina, has appreciated Danny and Norman's help and may ask them to stay on in an official capacity. The Parishes think it would be neat if it happened, because to their mind things have been getting better all the time in the Puerto Escondido area.

The most recent addition is a restaurant at the head of the marina, a restaurant that's only been open a few weeks. The charcoal broiled dinners are reputed to be excellent. The cold drinks are especially refreshing in this arid area, but they are a little steep. Beer is 175 pesos (a little more than a dollar), while a margarita goes for 250 pesos. Norman suggests that it's best to wait your drinks at happy hour when they are two for one.

Boats berthed at the marina in early March included *Baraka*, a Mariner 31 from San Francisco with Dan, Shannon, and Sinbad the cat; *California Dreamer II*, with Cos and Barbara, from Dana Point; *Freya*, a Hans Christian 38 from Port Hueneme; *Te Amo*, a CT-41 with Randy and Judy from Pt. Barrow; *Radiant*, Jens Kolvolksy's Cascade 42 from Alameda; *Serena*, Patricia Miller's trimaran from San Diego; *Macho*, Mike, Mark, and their wives' CT-41; and *Sabre*, a red-steel sloop belonging to Al Ericson, a professor of philosophy and sociology at Chico State. Nearing completion at the marina is Dennis and Dawn Johnson's big trimaran; reportedly they've been building it for six years.

In addition there were about 12 other boats anchored in the middle of Puerto Escondido, and a group anchored outside the "waiting room" area. Boats in the waiting room included *Pisces*, a big ferro ketch from San Diego; *Delphinus*, a Hans Christian 38 from San Diego; *Windance*, a Mariner 35 from Newport Beach; *Que Sera*, an Islander 33; *Lady Jane*, a 50-ft pilothouse ketch; and



Anna Laurie, a Garden 41 from San Diego.

Not anchored anywhere were the whales. Returning to Puerto Escondido from the north, we counted at least 20 within ten miles of the harbor.

— latitude 38

Hotel Oa Oa Greg and Elaine Claytor Bora Bora, French Polynesia

We are avid readers of *Latitude 38* — when we can get our hands on one. In fact, we have had the honor of being mentioned a few times in the past year by people who have spent some time in Bora Bora.

We'd like to let your readers know that even though the Bora Bora YC has not actively welcomed cruisers since it was sold in June 1983, there's still a good anchorage where they will be received warmly on this island: right in front of Hotel Oa Oa.



LATITUDE 38/RICHARD

Norman and Danny.

berth fees and taking care of any minor problems.

Berth fees at Puerto Escondido, incidentally, run \$2.50 a day or \$60 a month. That price includes the use of the shower facilities at the very nice trailer park nearby. There are reports that the water and electricity hook-ups on the docks will be back in action soon, but it didn't look very promising to us.



LATITUDE 38/RICHARD

A tranquil Puerto Escondido.

We offer six free moorings, all capable of holding most yachts (up to 171 tons so far!), free showers and water. (Although during last year's dry season we had to ration the water, our new desalinization plant will help considerably). We also offer laundry service, ice, garbage drop, lending and trading library, great music, big smiles, by far the best bar in the Society Islands, and the finest hamburger this side of Hawaii.

We are located approximately one mile south of the entrance pass and one mile north of the town of Vaitape.

It has been suggested by many of your cruising readers that we write you about ourselves, for the benefit of those of your readers who are heading south. We hope we will be welcoming many of them personally to this lovely island.

P.S. If it is possible to send us a dozen or so issues for our visitors, they will find an eager audience.

— greg and elaine

Greg and Elaine — Thanks for the letter and the offer of free moorings to yachties. We're sure you'll get a lot of takers.

We're going to start sending you a small shipment of Latitude 38's every month. It's awfully expensive for us to do this, but it will be worth it if you and the yachties drop us notes and letters about the latest developments in that part of the Pacific.

Magic Dragon — Valiant 40
The Kirkharts — Cliff, Barbara, Jennifer, Christa and Elizabeth
San Francisco

Here's a long overdue update from *Magic Dragon* and crew:

We spent from February 'til June of 1983 travelling from Puntarenas, Costa Rica, to Fort Lauderdale, via Panama, Roatan, Belize, Mexico and the Florida Keys.

Highlights of the trip included: the islands of northwest Panama — Parida, Medidor, and Brincanco. These islands are very primitive, lightly populated and beautiful. We had our best weather and best fishing during the week spent there; two 46-inch dorado caught in three days!

The Panama Canal passage was a real thrill. We went through twice, first as crew for the Austins on *Locura* from Long Beach, then on *Magic Dragon*. The whole process is made simple by the prompt and skillful Canal Commission employees — although we wonder how smoothly things will run in the future, as it seemed that the bulk of the actual work is still being done by Americans. Panama seemed a schizophrenic country to us; there is a growing middle class, with tract houses, big supermarkets, cars, etc., but there is also the worst, most hopeless poverty we've seen anywhere.

Although we enjoyed Roatan, Honduras and the good snorkeling at Glover Reef and in Belize, arriving in Cozumel, Mexico, was like coming home. Mexico is our favorite country of the trip — good food, friendly people, and cheap living. We'd like to spend a lot more time in Mexico.

Arrival in Florida brought the usual culture shock of returning cruisers. Only after being 'out of the country for an extended time do we realize just how wealthy the United States is. There is just so much of anything the heart desires available all the time.

We left *Magic Dragon* safely tucked in at Riverbend Marine in Fort Lauderdale, and flew home to visit and have Elizabeth, who was born August 3. We then drove back across the country (San Francisco to Florida via Seattle!).

After haulout at Riverbend and a seemingly endless stay at Miamarina, we left for the Bahamas on December 13. Crossing the

CHANGES IN



BUD BROOKS

Gulf Stream, to East Coasters, is somewhat like the Golden Gate Bridge to San Francisco Bay sailors — a great psychological barrier. But it's "no problema" when the weather is right. We enjoyed the best sail we'd had since leaving Acapulco.

The Bahamas (Abacos) are lovely; beautiful, clear water, fine white sand beaches and sheltered daytime hops from one anchorage to the next. It is winter here in the Abacos, however, and not as warm as we had naively expected it to be. It's about like San Francisco in the summer, but with fairly frequent rain. By the end of February we'll head for the Exumas in search of warmth.

Cruising the Bahamas is very different from Mexico and Central America. Only a single check-in is required at the first port of entry, English is spoken, and U.S. currency mingled freely with the colorful Bahamian. It's almost like being in Florida.

It's a new experience for us to be sailing along for miles in only seven to ten feet of water. In 200 miles of this shallow stuff, we've been aground only twice — reminiscent of the Delta except that the bottom is plainly visible in most places.

In the year and a half since leaving San Francisco, we've come to a few conclusions about the cruising life. First is that the winds and currents are not at all what the Pilot Charts predict. We have had headwinds all the way from Acapulco to Marsh Harbour, with only three exceptions. We were able to use our big reacher-drifter-spinnaker only once in all that time!

We generally followed accepted routes: we went inside around Tehuantepec, and

The yachties present their humble gift at the "ciudad".

when the wind piped up were able to duck into Salina Cruz. We stayed 40-60 miles offshore between Puerto Madero and Costa Rica, and had "40 knot seas" in 20-knot headwinds for three of the five days of the passage. To round Punta Mala we stayed 20 miles offshore and headed up the Gulf of Panama just west of the Perlas Islands — and had 20-knot headwinds and a 2½-knot opposing current. That was the most miserable 2½ days of the whole trip!

We have found the officials in every country polite and reasonable. Generally speaking the officials treat cruisers as they are treated — if the sailor is impatient, superior and too casually dressed, he'll have problems. Clean, respectful and patient cruisers usually are treated well.

Finally, we have learned to evaluate advice given about future ports of call in light of the person giving the advice: some people have fun everywhere, some people have problems everywhere. We like to go and find out for ourselves!

Finally, a word of appreciation for Trimble Navigation. When Peter Heinemann of Trimble was vacationing at Man O'War Cay, he came out to *Magic Dragon* and replaced a part in our loran at no charge!

— cliff and barbara

**Yachties and the Orphanage
La Paz, Baja Sur
January, 1984**

All over the world it was the Feast of the Magi. In La Paz, Mexico, this day holds a special significance, for on it each child of the orphanage *Ciudad de los Ninos y Ninas*, receives a gift. This year Father Provincial Jaime Rodriguez Salazar was on hand to present the gifts to the children, commemorating the three wise men presenting their gifts to the Christ Child.

On January 6, three men from yachts anchored in La Paz harbor came bearing gifts. Doug McQuillan of *Tamaru* out of Vancouver, Bret Helton of *Mistral* out of Santa Barbara, and Phil Hollywood of *Wikiwin* also out of Vancouver, represented some 100 yachts and their crews. The headmaster and administrator of the orphanage, Father Antonio Zelindo Marigo was ill and could not be there to meet with the men. In his place four lady volunteer workers at the orphanage, Martha E. Ruffo, Evangelina Capola, Rosa Maria de Castro, and Beatriz V.B. Pino, accepted the gift. The yachties had collected and presented over 11,300 pesos to the orphanage.

There was an obvious excitement in the air. While the children waited for their gifts, the three men and several visitors were taken on a tour of the facilities by a pleasant young woman, Ines Gomez del Campo. Ines had come to the orphanage as a short-term volunteer, but had stayed on. She is just completing her first year with the school. Her job — other than the public relations today and charming three sailors — is teaching English to the children and acting as secretary to Father Marigo.

The orphanage has 130 children under its care, ranging in age from 6 to 22 years. The very young — up to ten — are housed apart from the main location. The boys and young men are taught either printing or carpentry. The efforts of their labors are sold locally and assist in the maintenance of the plant. While the boys work in the shops, the girls and young women learn sewing, cooking and housekeeping skills. The children are not

DOUG VANN



'Tiare' in a Hawaiian hideaway.

Doug Vann, Tiana Hew Len, Bruce Pine

Hawaiian waters (Ala Wai Yacht Harbor)

A lot of Bay Area sailors will be visiting Hawaii this year, and I'm sure many of them will be seeking the ideal out-of-the-way tropical anchorage. Based on previous years' reports, many will not find their dreams fulfilled. Hawaii might be the land of high rise jungles and plastic leis, but you can still find places to go with that all-alone-in-the-world feeling — if you just look.

Tiare may be remembered by sailors on the Bay. She was built by Aero Marine in Sausalito 25 years ago, and looks younger and more beautiful than many boats one fifth her age. No boat pox mar her fine bottom. Has the quality of fiberglass changed over the years? Probably so, although I only have anecdotal observations to go on.

Last summer *Tiare*, with Bruce, Tiana and other friends onboard, logged over 15 inter-island trips seeking fish and secluded spots to anchor. We found both. Since the summer trade winds are constant and predictable, we usually settled for the lee sides of Lanai and Molokai. On Lanai, the area around Five Needles is outstanding for overnight stays. Molokai offers many places along the shore from Ilio Point to Laau Point and also the abandoned barge harbor at Hale O Lono, which is now a yachties home away from home. At all of these places you can tuck in close to shore and have the feeling of being the first to ever explore the coast. If you're more socially inclined, I recommend dinghy landing to visit the Sheraton Molokai Hotel

eligible for adoption, but instead spend their years at the "ciudad" preparing for life after they leave the school. The program is designed to teach them how to cope with work and life as young adults. All the children receive normal schooling as well.

The school/orphanage is a mission of the Order of Combonianos, an Italian missionary order of the Roman Catholic Church.

According to Doug McQuillan the idea of a gift came during a Christmas get-together of the boating community. Apparently, someone suggested it would be nice if the boating community did something for La Paz. Another offered the idea of a donation to the orphanage — and then it "just happened".

Phil Hollywood interjected, "I think there was a general feeling among the yachties that we are using their (La Paz) water, their harbor, and their facilities, so maybe it was time to give a little back. This was one way of doing it."

Whatever the spark that started the idea or carried it through, there couldn't have been a better day to make the presentation. The children were waiting for their presents and although the gift from the three men didn't enter their thoughts, those that ran the orphanage knew what it meant.

The men from the boats were anxious to get back to their vessels. They had been edging towards their dinghies for several minutes. When asked why, they replied, "We have to go. A sailboat has holed herself on a reef near here, and they need our help."

— bud brooks

**Jatimo — Odyssey 30 yawl
Jan Miller, Jack Emo, Tim Marvin
San Diego
(Oyster Cove Marina)**

It's February 18 and *Jatimo* is southbound for San Diego as soon as the weather permits. The layover in San Diego will just be

long enough to take care of the paperwork and crew requirements — then we'll head for Cabo San Lucas. If the wind holds we hope to be in Cabo by March 3.

After that we plan a week of cruising between Cabo and La Paz.

Our return to San Francisco will begin from Cabo on March 10, with an ETA in San Diego on March 31. Then it's up the coast for an April 8 return to Oyster Cove Marina in South San Francisco.

Participants in the ambitious adventure will be Jack Emo, Tim Marvin and myself. We also want to thank West Marine Products of South San Francisco for helping make this trip a reality and hope you at *Latitude 38* keep up with the inspirational articles.

Update: Six days later we're in San Diego. The sail down was interesting as we were chased down the coast by storms from the northwest and then were blown 80 miles south after navigating between Santa Rosa and Santa Cruz Islands.

Now we're off to Baja! Hasta luego.

— jan p. miller

Jan — When you say it's an ambitious trip, you're not kidding! We hope you keep the correspondence up, because that's the tightest scheduled cruise we've ever heard of. We aren't saying you can't do it, we're just interested in how it turns out.

Tiare — Bounty II yawl

CHANGES IN

— it's one of the nice ones and they graciously welcome anyone hardy enough to have braved the Motokai Channel.

A few words of caution are in order which may help make cruising in Hawaii more enjoyable. First, the surf can be a problem, especially in the winter. Because it can come up so quickly — I've seen it jump from two feet to ten feet in about six hours — these anchorages can rapidly become unsafe. Second, nothing beats having lots of chain or some other means of protecting your ground tackle from the sharp coral. Since the water is usually warm and clear, it's a piece of cake to do a quick dive to check your hook. The peace of mind is well worth it.

Third, nudity is not appreciated by the locals. While many of us may regard tan buns and boobs as a measure of sailing achievement, in Hawaii the missionary legacy holds on. You really shouldn't run around naked in someone else's backyard! We sailors have lost the use of the lovely anchorage at White Manele on Lanai partly because of offending local residents in this way. These caveats are probably unnecessary, since from personal experience I know it takes codfish balls to sail the Bay. Furthermore, anyone who has crossed the eastern central Pacific is already a knowledgeable seaman. Still, we sometimes forget, so I've taken the liberty to do a little reminding. Mostly, I want to welcome the visitors and to wish you all Aloha.

Oh yes, the enclosed photo is not any of the spots I mentioned above. You see, there are a couple of Shangri-las along the windward shores of the islands which require lots of local knowledge. Look me up when you're in the Ala Wai, and I'll personally give you details.

— doug vann

Editor's note: Doug and Tiare were berthed in Berkeley for a year — about four or five years ago.

Mar y Vent — Hardin 45 Karen and Lee Schell Cabo San Lucas (Santa Cruz)

We arrived in Cabo San Lucas just in time to join in the Carnival festivities. Lee's long-time friend and sailing instructor, Jack Yearwood from Gill Cable, helped bring the boat down from Ensenada.

During their one stop at Santa Maria Bay, they saw Santa Cruz's *Merlin* making her way north after the Manzanillo Race.

Santa Cruz boats in Cabo include *Makai*, *Incredible*, *Promotion* and *Windshadow*.

Our next port of call is La Paz, where we'll meet Frank and Judy Lara on *Amistad*, with whom we will cruise the islands north of La Paz.

During the buy-sell-trade part of the Cabo net today copies of *Latitude 38* were being offered for \$5 each! They're a hot item down here. But the bottom dropped out of the market when *Incredible* offered several of them for free!

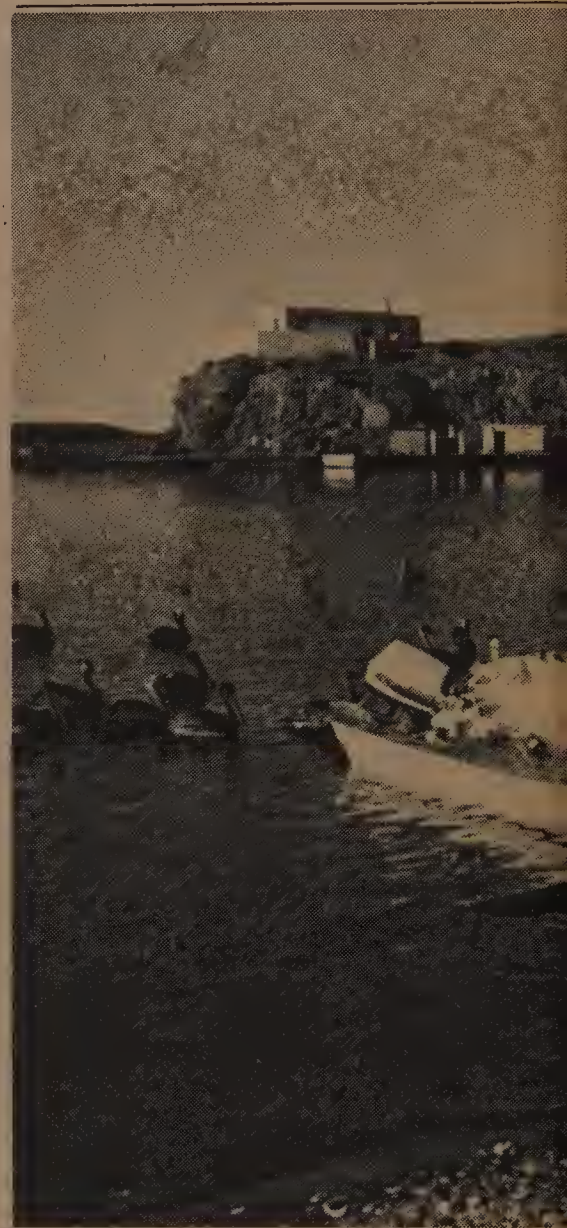
— lee and karen

Last Year on Molokai Virago — Buchan 40 Dave Lenschmidt & Chris Randall (Alameda)

The reason I'm writing from here in Lahaina — besides the fact I like it — is that we're waiting for new ports for the boat. Here's how the old ones broke.

Two weeks ago we sailed from Honolulu to Molokai and decided to put in at the seldom-used barge harbor at Haleolono (House of Lono), a pretty exotic and very protected spot. There's a 75-ft wide entrance to the jetty and good range markers. Even though the harbor faces the southside, we stood a half-mile offshore on our approach because the northwest swell was running 12 feet in the channels and high surf advisories had been posted for north and west shores of all the islands.

Even though this was a south facing shore



and therefore we shouldn't get the worst of the swell, we stood off for 15 minutes to watch for any sign of a threatening swell. Seeing nothing we couldn't handle, I went forward and dropped the genny on deck and started mousing shackles to ready the CQR. Meanwhile David lined us up with the range markers. Then just before we started the 1/2 mile run in, he took one last look over his shoulder for any waves.

"Hang on, Chris!" was the next thing I heard, as he swung the boat about. I was suddenly looking up at a roaring wall of water that must have been 25 feet high! I flattened myself on deck and hung on to the base of the bow pulpit for dear life, as the bow rose up, up, up and up until it was so steep I started slipping back on the jib.

And then we went down the back side of the wave. I lifted my head just long enough to see the next monster boiling down on us; seeing it, I pushed my nose right back down in the non-skid. Throughout, I was acutely aware that Mr. Gray Marine engine had stopped. I cursed myself for having unclipped my harness just because we'd been



LATITUDE 38 RICHARD

As winter turns to spring, cruisers head up Baja to Mulege. Unfortunately only shallow draft boats can enter the river.

in sight of the anchorage.

We had luckily slid sideways down the first breaker, but the second one hit us like a freight train, dead on the beam. Everything down below that had been on the starboard side was instantly on the port side. The quarter-inch "unbreakable" lexan ports were broken. The jib went over the side, my sunglasses went, even my oxford deck shoes were pulled off. I never even dared to look back up until the third giant wave had filled the cockpit and cabin, ripping away the fore-deck ventilator.

Fortunately there followed a flat period. I noticed that I had been held on because a loop in my harness line had by chance snagged a foredeck cleat. I try to pull the genny back aboard while Dave tried to start the engine. No dice, a sheet was fouled in the prop. "Here comes another set!" he hollered.

The first wave rolled us neatly on our beam, the bottom of the ballast keel clearing

the surface of the water. Heeled in this position the boat, powered by the force of the wave, skipped across the surface like a flat rock. Finally the keel tripped us and the break rolled on. Every sail slide had been torn from the main, and it hung by tape tie on the headboard only.

The second and third waves rolled by, content but to delicately dip the spreader in the foam before roaring by. Then there was another blessed flat spot.

Dave yelled for me to raise the genny but I couldn't. He said I'd better be able to, but then realized the sheet was caught in the prop. We were approaching the rocks, the wreck of an old barge, and he realized there was no time to hesitate. He grabbed a Ginzu knife and went over the side. Thirty seconds later he was back aboard, having freed the sheet and the prop.

But now we had no main, an engine that wouldn't start, a jib on deck, and we were several hundreds yards west of the entrance with nothing but a shoal rocky shore for 20 miles. And in just seconds we'd be in the normal surfline, and it was breaking 10 to 15

feet!

I knelt in a pool of water, oil, pickles, charts, and other debris, clearing junk from the engine's air intake. Then while David hit the starter — with the engine in gear — I shot a stream of ether in the air intake. The combination of cranking the starter in gear and using the force of the waves moved us closer and closer to the entrance. Fifty yards, ten yards, that battery and starter motor were cranking their little hearts out. We slid by the breakwater rocks so close I could see the alligator's eyes on the Izod shirt of a man who'd come down to pull us out of the surf if he'd had to.

There was not a breath of wind inside, but the CQR bit and we were safe. We took stock: the dodger was ripped and bent; the main dangled by a thread; the jib was still under the keel (I dropped the hook through a hole in it!); the bow pulpit was bent down onto the stem; the jagged-edges of the ports were razor sharp.

Down below the icebox lid and all-band receiver were jammed into the fiddles of the stove; the bilge pump had been ripped loose; my face looked like hamburger; two dozen eggs — in cartons — had mysteriously disappeared without a trace; and two spokes had snapped off the wheel.

We were however, alive. Undaunted, we began the clean-up by bailing the oily bilge with a bucket. When the floorboards were visible again beneath the surface, we re-anchored in a better spot.

The folks on *Rooster*, a trimaran next to us, invited us to dinner. There Steve told me that he'd seen our mast begin to pitch about over the top of the breakwater. He'd climbed up his rigging to get a better view. He saw our mast go down, the red of our bottom paint come up, and then nothing but foam for what "seemed like an eternity". We were under so long his partner Ray thought we'd been an optical illusion.

We've got everything fixed back up now except for the camera and the galley locker doors.

CHANGES IN

— chris randall

Post-script: Chris is back sailing on the east coast now [see Letters], while we've noticed Dave is looking for cruising crew in this month's Crew List.

Sea Pod — Nor'Sea 27 Rob and Anne Spencer La Paz (Berkeley)

Sea Pod is alive and well and in La Paz again. Soon we will slowly be working our way home to San Francisco and the stormy, wet, cold, lovely Bay. I say slowly because we plan to spend some time whale watching in the lagoons en route. Our Bay Area E.T.A. is April, May . . . or June. It is a tough schedule to keep, but we work hard at it.

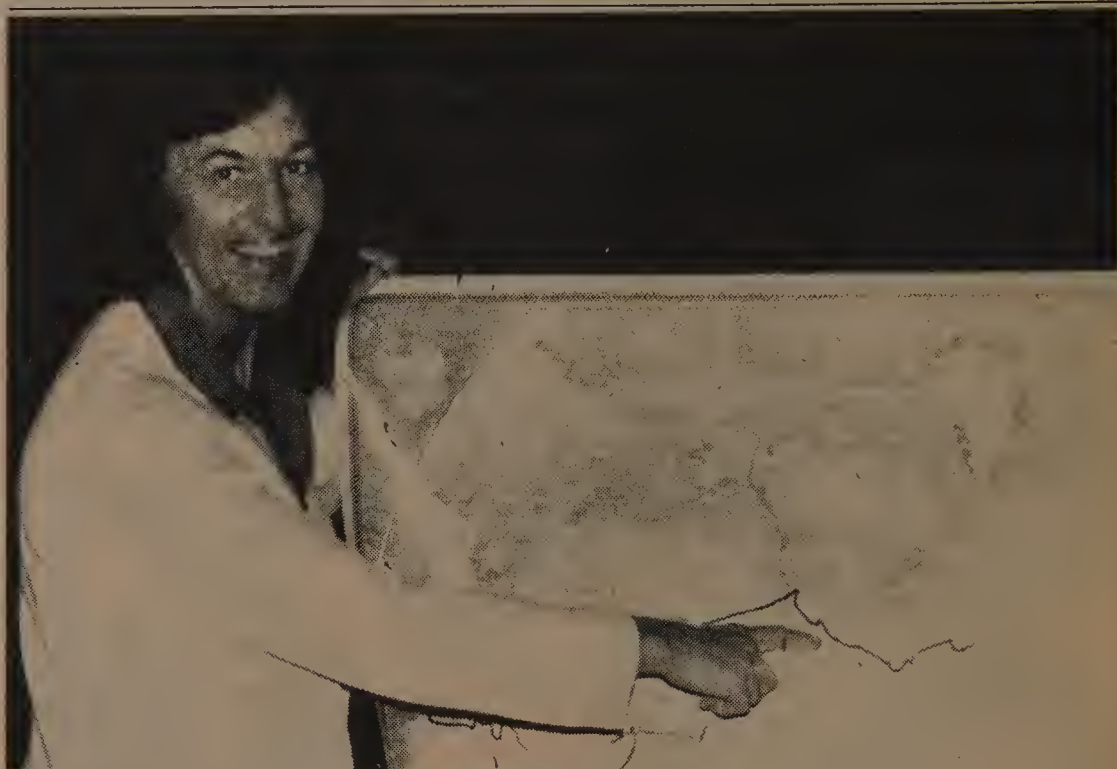
Do you have room for another "Good Guy" on your lists? Our Tiller Master (R2 D2) lost her voice (that obnoxious buzz buzz all self-steering electronics make) one day out of San Diego, southbound. Fortunately our windvane got us by until a hot, beer-less day 100 miles north of La Paz.

Desperation hit hard so Anne wrote a letter about our problems (life is rough), and gave it to the next southbound boat who took our plea to the nearest post office . . . La Paz.

A month later we hit the big city ourselves and guess what was waiting for us? A package from Tiller Master via Pacific Marine Supply and the Yate Amistad. We had just asked for advice and we got replacement parts and installation instructions for almost everything that could have gone wrong.

A short note added on asked that we send back the old parts "when you return so we may determine where the problem started". If that doesn't rate "Good Guy", I don't know what does. Almost faster than a speeding bullet to boot!

By the way, we get *Latitude 38* down here



Kathy Becker at the Diablo Sailing Club presentation.

via guests on O.P.B.'s. The locals still want "Libros de Adultos" for lobster, but one *Latitude 38* can be swapped for four *Pent-houses*. So thank you for four lobster dinners — and I didn't even have to get wet.

—rob and anne spencer

Jocelyn — Cal 34 Circumnavigation Completed Jay and Kathy Becker (Newport Beach)

"You sailed here in *that*?" This was the question Jay and Kathy Becker were asked repeatedly during a circumnavigation in their 1968 Cal 34, *Jocelyn*. But the boat, with some modifications, indeed made it around the world in six years. There were, of course, a few problems; they lost one rudder, broke two booms, and have three shrouds upwind. All in all, not bad.

The Beckers have been back from their 30,000-mile trip for several months now and are living in Newport Beach. Diablo Sailing Club member John Kiesselbach, who met the Beckers in Southern California, thought they had so much useful information to share that he convinced the Sailing Club to fly Kathy up to their last meeting for a slide presentation and discussion. Kathy insists she's not a public speaker, but her talk was informative and entertaining. She also answered innumerable questions from club members with cruising plans.

The circumnavigation was actually a boy-

hood dream of Jay's, who took early retirement at age 55. They planned to make the trip in three years on \$500 a month. They came up short on both estimates, and the need for more money resulted in their spending more of the six years on land than the water. Jay got some interesting jobs; he spent a year in Singapore working with Vietnamese refugees, and eight months in Israel on a United States Air base. In Singapore they came across a nice housesitting job, a \$2,000/month penthouse.

The Beckers left California three days before the start of the 1977 TransPac so they'd be in company with the racing fleet on the way to Hawaii. From the Islands they continued to the Marquesas and Indonesia; then to the Red Sea and the Mediterranean. The remainder of the trip brought them across the Atlantic to the Caribbean, through the Panama Canal, and back home to Southern California.

The major modifications they made to the boat was to replace the 25 horsepower engine with a four-cylinder diesel. They also converted the stove from alcohol to propane, and installed oversized rigging.

Kathy feels the ham radio was perhaps their single most important item, because it allowed them to talk with cruisers in front and astern of them. She says she'd go without a liferaft before she'd go without a ham radio. Possibly their most interesting bit of gear was a Honda 70 motorcycle. It proved to be a big help on land.

Charts turned out to be the most expensive item on their trip, and they rapidly learned to trade with cruisers headed the



TIM STAPLETON

other way. The Seven Seas Cruising Bulletin, written by cruisers, Kathy feels is a must.

The Beckers hope to go cruising again, and Costa Rica tops the list of places they want to return to.

The hardest part of the circumnavigation? Re-entering the "real" world.

— joanne catz

New World — Schooner Doug Wilde Saipan (Sausalito)

The reality of our December trip from San Francisco to Hawaii shattered all the dreams of a warm downwind passage. We seldom had anything but storms and pounding headseas. Frequently we were reefed down to the minimum.

I joked about attempting a passage by the northern route, but it seems it might have been easier than what we had sailing south to Guadalupe Island and then west. For those who are thinking of a December passage to the Islands, Christmas in Cabo then head west might be the ticket.

Our Hawaiian run put 3,100 miles on the log in 21 days, and featured spending Christmas Day in the Alenuihaha Channel and 60 knots of wind. We were ready for Honolulu.

But the next leg to Saipan proved our dues had been paid. We had 3,000 miles of downwind surfing, logging many 200 to 250-mile days in warm sun and 15 to 20 knot winds. Our course was southwest from

There are no Mrs. Paul's fish sticks out on the Milk Run. But this tastes much better!

Hawaii to 13N, midway between the high pressure to the north and the doldrums to the south. This proved a sound plan and brought us good winds except for about four days above the Marshalls. It was a 20-day leg to Saipan and were all ready for more.

Saipan was awaiting us. We had no trouble getting repairs, transportation, etc. Everyone we have met is either the brother or sister of someone else we met.

A car horn blasts about every two hours from another relative wanting to see the boat. One of our crew took the occasion to disappear into the hills for two days, in a house with his own fruit trees and neighbors to provide.

The fellow at the Port Authority told me they get quite a few yachts every year. "Maybe three or four," he said, directing us to a harbor of our own.

Things aren't too well charted or cleared here. We had to dive on the wrecks of the *Four Winds*, a coastal trading schooner, and a World War II Japanese ship, and buoy their positions for a channel in. Currently we are anchored securely with a stern hook out and a bow line to a piling.

Our next trip will be to Tinian to investigate a possible typhoon hole. A trip is also planned to the northern islands. Most are uninhabited and have active volcanoes. I'll give you a report as we go along.

— doug wilde

Stone Witch — Square-rigged schooner Alan Olson, et al Mazatlan, Mexico (San Francisco)

We left Cabo January 9 and pounded into a blow on our way to La Paz. It was a dramatic beginning for our new crew of six. There was an anchorage at Los Frailes so we waited with a couple of other boats for the weather to change. After a couple of days in La Paz we took *Latitude 38's* advice and visited Isla de Esprito Santo. We met a guy there named Dave who's travelling around the Sea of Cortez in a 15-ft Zodiac.

Later sailing into Puerto Escondido I had a good day. My journal says it best: "At the helm sailing in between Isla Carmen and Isla Danzante on a reach with a good wind; the steel grey seas, dark clouds and jagged mountain peaks are all around us. I felt the power and rightness of it all. It fell into place; my love for this ship, this lifestyle. Then I went out on the bowsprit to watch her cut through the waves as shafts of sunlight illuminated the nearby canyon landscape. A whale leapt into the air beside the *Stone Witch*. Yahoo! Then on anchor watch from 5-7 a.m. I watched the full moon go down, the birds come awake and the colors of the canyons taking place in the dawn. It is good to be here!"

At Puerto Ballandra on Isla Carmen there's a snug anchorage with an incredible canyon and valley to explore. And the fishing was good. Our pescadero Hans Pose landed about five — or was it seven — bass at dusk. That night to say goodbye to Fred Park and danced on the deck under an almost full moon. Then on to Loreto and the nearby Isla Coronado which was another favorite island of the crew. The white beaches, and very clear turquoise water were spectacular.

Leaving Loreto on January 23 we sailed into another blow. For three days the winds gusted and waves bounded over the deck. We finally took refuge at Pt. Pulpito to repair

CHANGES IN

our jibs and dry out our wet gear. When the wind settled down we went on to Mulege where more whales, wet dinghy rides and the hamburgers at Baja Buns were the highlights.

In Coyote Bay we anchored at Isla Barga for a dynamite chicken barbeque on the beach including toasted marshmallows. The National Outdoor Leadership School from Wyoming has headquarters here for their coastal kayaking trips. We'd planned to learn windsurfing from their instructors but a rain storm kept us below the deck all day.

We then sailed across the Gulf to Guaymas and down to Topolobampo. This latter harbor has a tricky ten-mile long channel before it enters a deep harbor. On the way in a small boat bearing a Mariachi band detoured over to serenade us. Once inside the harbor we were the only sailboat, so we had lots of visitors in fishing skiffs.

It's good to be sailing south again. On the way to Mazatlan we saw even more sealife. For two days there was a constant show of whales, dolphins, manta rays and schools of bait fish. And now we're in Mazatlan with plenty of hot sunny days ahead as we provision for the trip further south.

Our crew aboard this time had an interesting trip with lots of contrast in weather and sealife. Bonnie Fridkis nostalgically recalls the stories that were read aloud each night before bedtime in the fosc'le bunks. Bowsprit Bob Glazer liked doing absolutely nothing . . . ahhh. Gerry Chestnut took a sidetrip through the Copper Canyon by train from Tepolobampo. Lorna Stokes shared a few memories with us from her month's experience:

"I survived. Not one storm but two. A whole new world of bunks, bunkmates, rocking and rolling in the Sea of Cortez. From the solitude of the quiet phosphorescent night watch to the panic of putting up the fisherman sail wrong. The *Stone Witch*, she seems to bear all this with endless patience. I thank her deeply for incredible moments like looking out my porthole and

seeing the passing dolphins that come and play under her bowsprit, for bringing us to special places where we play and learn and come to appreciate what are normally mundane things — getting clean, dry clothes, yummy food, a sunrise, a moonrise, or a falling star.

"The sights, sounds and smells are still with me to see the Humpback's tail or the fishes night trail, to hear the wind talk or the ship pound into waves, to listen to someone issue your ten-minute warning before night watch, to smell Mexico; the good, bad and the evil. And the best — to get a whiff of whatever our wizard Merlyn is making, baking or creating in the galley. These I will try to remember in my other world."

Stone Witch still needs one more person to help sail home in April. You can meet us in Acapulco on March 15 or Puerto Angel on April 1. Carmen has the information at 431-4590. It's a non-stop trip to San Francisco — a good time to learn some ocean sailing skills and celestial navigation.

— merlyn storm

The Rock Shop Caleta San Juanico

At certain spots throughout the cruising world, for one reason or another, yachties have left their mark. Sometimes it is in log-books as at Suvarov; or at a club like the old Bora Bora YC; and sometimes like painting their name on a wall such as in the Arozes (a picture of which appeared in last month's *Changes*).

Last month we came across another one of these, albeit a rather new one. The location was at Baja's Caleta San Juanico, a gorgeous primordial cove between Loreto and Bahia Concepcion. There apparently yachties over just the last several years have constructed a three-sided stone shelter with a fire spit, all this beneath one of the few trees in the area. Boats that helped build it, or have since passed that way have left their mark, either by carving or painting their name on



the flat stones that line the inside of the structure.

We have no way of knowing exactly when the whole thing started, but the first boats that gave dates with their names were *Phase III* (a couple from Banff, Canada) and *Delia* back in 1979. For those of you who have cruised Mexico in the last several years, perhaps some of these names are familiar and will evoke memories of good times that were shared:

1979: *Phase III*, *Delia*.

1980: *Rainbow*.

1981: *Southern Cross*, *Sea Trek* (also '82 and '83), *Los Calles*, *Macho* (also '82), and *Summer Wind*.

1982: *Salacia* (also '83), *Solita*, *Wind Dance* (also '83), *The Good Life*, *Oh Suzannah!*, *World Citizen*, *Wind Bird* (also '83).

1983: *Scorpio*, *Flying Cloud*, *Robbie's Wake* (also '84), *Kontika*, *Bonnie Sea*, *Elan*,



LATITUDE 38/RICHARD

The yachtie shelter at San Juanico.

Current berths include four 50-footers and eight 40-footers. The slips go for \$3.50 a foot on a one-year lease and slightly more on a monthly basis.

The Mexican government will no doubt be monitoring the success of the enterprise, as they have recently become very active in promoting increased boating in the Baja area. The government has already been working for several years on their own 270-slip marina in La Paz, a marina they hope to lease out to a private developer.

Yet another La Paz marina, this one behind the Gran Baja Hotel and operated by NAO charters, is in final stages of completion.

Tahiti The Year After The Cyclones John Neal

What's doing in Tahiti? Not a heck of a lot. Last year's unprecedented string of terribly destructive hurricanes has apparently spooked yachties, American yachties in particular. The number of boats in the Tahiti area, reports John Neal, is the lowest it's been in as much as ten years. Normally American boats make up the biggest percentage of the cruising population, but not this year. There are more French boats by far, and even more German boats.

Even fly in tourism is way down. Two of the biggest hotels have closed down and the number of flights arriving in Tahiti has decreased. It's hard times for the locals struggling to get back on their feet after the seemingly endless destruction last year.

But for yachties its perhaps the best of times. There's more room at the quai and anchorages than there's been in recent memory, and the locals are eager to make your stay as pleasant as possible.

We'll have a full report on French Polynesia next month from John Neal, who just returned from there where he conducted an advanced cruising seminar.

To our knowledge it's a first, the first time Americans have been allowed to build and operate a marina in Mexico. The marina is EBSCA which stands for Embarcaciones Baja Californianas, and it's now in operation at its La Paz location in the area halfway between the Grand Baja and Los Arcos Hotels.

The owners are Mac and Mary Shroyer, who have been operating a boatyard in La Paz for some 15 years. It took several years of work with officials to obtain the necessary permits for the marina.

EBSCA has just 12 berths now, but there are plans to increase the number to 72. The determining factor will be whether or not U.S. owners want to leave their boats in Mexico year round. The Shroyers figure enough owners will if there are good safe berths to keep the boats.

In addition to more berths, plans call for an office, restrooms, lockers, a dry storage area, a launching ramp, and a workshop.

Kivi, Doe, June Eighth, Weasel, San Juanita, Skywave, Que Sera, Pasayten, Manan, Git, Grand Venture, Wayward Wind III, and Frieda.

1984: *Angelique, Ptarmigan, and Amistad.*

Stones with no date: *Chaser, Pis, Mareve, Icarus, Four Winds, Vera Jean, Folksong, Asterix II, Ice Man, Evenstar III, Aldine, Alegre, Nice Peace, Jojo, Condesa, Pelican, Drift Winds, Kealoha, Lady, Rhiannon, Sundance, and Libre.* Many of these boats were from Northern California. The list is by no means a complete listing of all the boats that have made it that far up the Sea of Cortez since 1979.

Berth Boom in La Paz

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Superb seaboat, beautiful lines, new dark blue paint, polished teak below. Sleeps 4, galley, head: DeWitt cruising, Pineapple racing sails (new) incl. Mylar jib. Evinrude 7.5 hp (new). Berthed Oyster Pt. \$14,900. Dennis Mahoney 852-1500/o; 572-1837/h

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Clean/well maint. '79 sloop. Volvo dsl., h/c water, alcohol stove. VHF, knot-log, DF, stereo-cass. sys. Extras, exc. Sausalito berth. Want 1/2 conscientious sailor-partners: 1/3 share \$12,000, 1/2 share \$18,000. (415) 858-4156/o; 968-3783/h

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Winner Corinthian Mid-Winters '83 Champion Bay One-Design class. 2 years new. Full race equipment. New North 95% and spinnaker. Micron 22 bottom. Sausalito berth. \$18,500/best offer. 924-7134.

CATALINA 27

VHF, KM, AM-FM cassette, CB, 6 sails, 6 winches, spinnaker gear, new 15 hp Chrysler, new interior & canvas, adj. backstay, jiffy reefing, vang, MOB pole, PFD's, custom hatch cover, dinette interior, new bow pulpit. \$15,960. (415) 726-5898

MACGREGOR 25

1980 well maintained km., ds., VHF, Danforth anchor, 9.9 Evinrude with alt. elec. start updated interior. Trailer with sway bar. Better than new. \$8,000. Call (415) 792-1998 (after 4 pm)

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F/G, full keel, stiff cruiser. Lg. cockpit, perfect for daysailing. Sleeps 3-4. S.F. Marina Green berth (worth as much as boat). Will consider selling partnership (\$4,500-partner sails during wk.; you get wknds). Good 1st boat. \$9,000. (415) 454-6327.

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Fully equipped.
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Beautifully maintained 1978 model with Volvo Penta diesel, teak and holly sole and many other high quality accessories. A steal at \$31,000. Phone (415) 254-6026 or (415) 254-4723 (msg.).

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9', fiberglass, lifting eyes, plus 2 hp Evinrude. \$600.
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1964 Rainbow daysailer. 24-ft. Fiberglass, new mainsail jib in good condition. Seagull aux. engine, newly serviced. Berthed at San Leandro Marina. Partially finished trailer available. \$3,000. Call 351-5449.

J-24

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Call 883-5418

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Exc. cond., great sailer, roller furling, Unifridge, Loran, Omni, cust. int., VHF, D/S, Tillermaster, 8 Barientis, alcohol 3 bnrn w/oven, apparent wind ind., awning, Atomic 4 30 hp recnt. over-haul, must sell/moving up, \$38,000. (415) 398-2465, Wayne

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Classic sloop, built in 1947. Cedar on oak. Beautiful boat, in excellent condition. No rot. Fully set for local cruising or great Bay sailing. You'll be pleasantly surprised. 8.5K/offer. (415) 453-1029 or (415) 459-1857

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1982 CATALINA 30 / \$42,000 / BRISBANE MARINA 3 jibs/autopilot/hot H2O/shwr./VHF/RDF/km/ds/new dodger, boom tent/cvrs./ckpt cush/anchors/CNG stove w/oven, forced air furn./dingy/lifevests/foul weath. gear, all emerg. gear/sail. access. Current apprais./survey/bottom paint. (303) 867-3287.	CORONADO 25 SLOOP 15 hp Johnson 1976, new mast, boom and rigging, sleeps 5, new depthsounder, 6 sails and many extras, \$60, berth available. \$8,900. (415) 883-6564 or (415) 775-7600.	40' BROWN SEARUNNER All epoxy construction. Re-rigged and equipped to cruise Jan. 1984. Must sell due to health. Any trade (camper) or offer considered. (815) 895-3201, Thompson, Evergreen Village, Lot O, Sycamore, IL 60178.
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<p>BOMBAY CLIPPER Very spacious, solidly built, 1978, 31-ft sloop. Shoal draft, great for Bay and Delta. Yanmar diesel, VHF, RDF, depth and knot meters. Probably the largest 31-ft boat around. \$33,500. 821-6881.</p>	<p>TRAVELER 32 CUTTER 1978. Phillip Rhodes design. Beautiful double-ended cruising boat with teak decks. Custom built locally. Superior quality and detail work. Excellent maintained. Well equipped. \$62,900/offers. Linda 366-8399 (e) / 853-5406 (e).</p>	<p>25' LANCER SLOOP 1976. New Honda 7.5. New mahogany washboards. New Porta Potti. 6'2" headroom, sleeps 4. Excellent condition throughout. \$8,500 or trade for property, vehicles, etc. Ask for Doug at 864-3318 (9 to 5).</p>
<p>BAY CLASSIC Cheoy Lee Flyer II, 25', 1963, fiberglass hull, teak cabin & Deck, 4 berths, VHF, depthfinder, Renault diesel (less than 80 hrs). installed 1980. Maintained and sailed with love. \$21,500. Hays 326-1640 (d), 965-2953 (e).</p>	<p>RANGER 20 — 1976 SLOOP Excellent condition, 3 bags sails, 6 hp Evinrude, VHF, Dodger, lifelines, brand new mast and rigging, EZ Loader trailer, all extras. Lots of fun. Easy to sail. Sausalito berth. \$6,900. Call Sandy 381-1249 (eves/wkends)</p>	<p>REGRETFULLY FOR SALE Westsail 32'. Factory built. Fully cruise equipped. By owner — \$59,000. Phone 666-1126 (d), 388-4608 (e).</p>
<p>DIESEL ENGINE 4 cyl, 45 hp, Isuzu, new in crate. Complete starter, alt., no trans. \$1950. (415) 327-6729 (e).</p>	<p>CAPTAIN'S POSITION WANTED/LIVE ABOARD Foreign berths preferred. Will maintain/move as required. Mature, prudent, capable, with many ocean passages as Captain/Navigator of own large sailing yacht. Max Chapman, 3795 N. Angus, Fresno 93726, (209) 222-7880, (209) 226-1936.</p>	<p>LET JOHN'S DREAM BE YOUR REALIZATION John's dream, like that of many, was to build his own boat and sail into the sunset. John's death, near the end of the boat's completion, brought an end to this dream, but makes his boat available for sale. 38-ft Ingrid hull from Blue Water Boats. Volvo diesel auxiliary, plumbing, wiring, hot water, refrigeration installed. Loving attention to cabinetry, 80% complete, Mahogany and teak for finishing included. Call (415) 388-0865 (e).</p>
<p>15' SIROCCO FIBERGLASS SAILBOAT W/trailer, sails, outboard and extras. \$1,500 or best offer. Call (408) 446-0322 (e)</p>	<p>ERICSON 30 SLOOP Beautiful teak interior mahog, headroom thruout, inboard engine Avon & motor, MOB, Ritchy comp., DS, VHF, knot/log, RDF, clock, Baro. \$25K. Harry, P.O. Box 1201, Redwood City 94063 or (415) 367-0660 (keep trying please).</p>	
<p>SANTANA 22 Unbeatable first boat for the Bay or Delta. Hull No. 337. New main and jib. Depth sounder and compass. 1980 4.5 hp Johnson outboard. Full Delta canvas. Equipped for cruising. Ready to go at \$6,000/offer. 757-4310.</p>	<p>CREW NEEDED For day sailing and overnight cruising on San Francisco Bay aboard Ranger 23 in Berkeley Marina. Male or female, 35-50, single with racing or cruising experience. Call Sy Gold at (916) 753-2001 (e) or (916) 752-2844 (d)</p>	<p>19' O'DAY MARINER F/G, 1964, fixed keel, full boat cover, outboard, 3 new sails, custom locking bulkhead. Recently overhauled rigging, microwave, trash-compactor, SatNav — Naw, really, this boat is sturdy day sailer w/overnight capabilities. \$3,750. (408) 867-1829.</p>
<p>CAL 39 CORINTHIAN Like new, 1979, sloop with Monterey slip. \$105,000. (408) 375-2002</p>	<p>CAL 20 1966, with heavy duty trailer, new keel bolts, VHF, 6 hp Evinrude, genoa, spinnaker, Danforth anchor, H.D. battery, cabin and running lights, new bottom paint 7/83. \$5,250. (415) 651-4551</p>	<p>RANGER 23 A terrific San Francisco Bay boat with a large fleet! Race or cruise in this well-outfitted boat. North sails/3 sets. All controls lead to cockpit. 7 Lewmar winches. Sausalito berth. \$12,950. (707) 838-7744, (415) 368-3709.</p>
<p>F.J. 1972 Equatormarine and Highlander trailer. Two sets of sails plus spinnaker, Proctor mast and Fico hardware, good condition. \$1,200. 527-1423.</p>	<p>OLSON 40 "Fastbreak", hull #6 the fastest of any Olson 40 now sailing is now for sale. She has a custom triple spreader mast, 15 bags of super fast sails, latest in electronics, and much more. 'Fastbreak' has probably won more races than any other Olson 40 now racing. If you are interested in a winning boat in bristol condition, then she is for you. I have priced her very low for a fast sale. Please call me at (805) 644-7714 for more information on this super yacht.</p>	<p>GROUND TACKLE 35 lb. CQR plow anchor \$150. 120 ft 5/16" galv. chain \$100. Simpson Lawrence HySpeed windlass \$250. Heavy duty s/s bow roller \$50. All good shape — all for \$450. Also 7'6" fiberglass dinghy \$250. (415) 669-7289.</p>
<p>O'DAY 22 Just the right starter boat for a small family. Can sleep 4 in relative comfort. 3 sails, 6 hp Johnson and trailer. Excellent condition. \$6,300. (415) 634-4009, (415) 634-5488.</p>		<p>HUNTER 30 Excellent condition, diesel, 4 sails, completely equipped includes Hood furling jib, dodger, CNG stove, electronics. Asking \$35K. 433-0227 (d), 547-0789 (e).</p>
<p>NEWPORT 30 Cruise equipped. 2 anchors, 60' chain, 600' rode, Loran d.s., k.m., k.l., VHF, c.b., stereo. Hot 'n cold pressure water. Shower, 8 dinghy, 4 sails, refer. Would like to trade for 40' plus cruiser or \$30,000 cash. Call Jeff at (415) 961-4800 ext. 290.</p>	<p>1982 JOHNSON 9.9 SAILMASTER LONG SHAFT MOTOR Electric start. Less than 5 hours total time. Fresh water only at Lake Don Pedro. \$995. Modesto (209) 526-1050, ask for Jean.</p>	<p>WINNING WYLIE WABBIT Superlative condition, 5 sails, excellent race record, custom rigged, trailer. Have some excitement this season! Asking \$8,000. Call Tom 234-4334 (w), 223-3168 (h).</p>
<p>SAIL AN ISLANDER '36' Seafarer Sailing Club out of Berkeley Marina has membership available, \$225 rent/mo., 60 days work-free sailing per year. 'Seafair' is in first class condition and fully equipped. Call (916) 756-3918</p>		<p>HANDS-ON INSTRUCTIONAL CRUISES. Enjoy learning heavy weather sailing, anchoring, navigation, spinnakers & cruising skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored 3-5 day live-aboard instruction cruise in Santa Barbara's offshore islands. Brochure. PYZEL NAVIGATION & CRUISING, 86 Olive Mill Rd., Santa Barbara, CA 93108, (805) 969-4195.</p>
<p>MARINE DOCUMENTATION SANDRA K. HANSEN Attorney at Law 1120 Ballena Blvd. Alameda, CA 94501 521-5500</p>		<p>MARINE CUSTOM BOAT REPAIR boat carpentry dry rot repair remodeling refinishing free estimates contemporary techniques FRANK SAYRE 897-4461</p>
<p>NOR-CAL COMPASS ADJUSTING Magneuto™ System Exclusively 1. Boat Remains in Berth 2. Owner's Presence Not Necessary 3. Eliminates Deviation (415) 453-3923 days or evenings Dick Loomis</p>		<p>MAIL FORWARDING CRUISER'S SPECIAL Guaranteed to hold or forward mail! Long or short term. Call for a quote. 459-3405. MAILBOX SERVICES PLUS / 1537-A Fourth Street, San Rafael CA 94904</p>
<p>BRIGHT BOAT WORKS Wood refinishing • Cleaning Maintenance • East Bay Area Call (415) 644-0511</p>		<p>LEARN COASTAL SAILING 45' sailing ketch "Adventure" wants six sincere beginners or advanced sailors to spend two intensive learning days and nights practicing offshore skills, ship handling, piloting, etc. April/May reservations for an unforgettable cruising weekend. (415) 421-8389.</p>

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Career move forces me to take a bath & sacrifice this beauty before factory delivers. Incl. deliv., commissioning, Sobstads, Barient, o.b., lifetime mast warnty. Worth more, but 1st \$28,000 takes (or \$6,000 down). Sistership trial poss. 365-5666/e

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Swing keel — trailer. Jib, furling, Evinrude 9.9 elec., pulpits & lifelines, new curtains, full hull cover, very clean, \$11,500. Phone (415) 943-1808 (M-F) or (916) 777-5352 (wknds)

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Brass, brand new, with pipe, deck cap, shield, etc. Never used — \$300 for all. 658-1194.

CHEOY LEE FRISCO FLYER

6000 lb. fiberglass masthead sloop. Extras include Navic wind vane, fiberglass skiff, kerosene cabin lights, heater, stove. Will delivery to San Francisco. Asking \$15,000. (408) 372-2578 (e) Charlie.

ERICSON 29

1983 model—ex. condition. New cruising spinnaker & 150. full Delta gear. VHF, DS, stereo, dodger and much more. Sausalito location. \$27,000/offer. Call Stan (415) 697-7804 (e).

MUST SELL CAVALIER 39'

'76 New Zealand blt. FG sloop, race/cruise, fully equipt self-steer., dsl., spinnaker, SSB/VHF radios, RDF, 8 sails, 8-man life-raft, beaut. mahog. int., much more. Surveyed '80 \$85,000. Priced now \$61,900 for immed. sale by owner. (415) 367-1419.

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Fully equipt w/main, 110%/150% jibs, spin. & all spin. gear, Atomic 4, Barient winches, km, digital d.s., VHF, RDF, stereo, press. water, CNG stove/oven, safety gear, more. Perf. Bay/ocean cruise/race. \$66,500 (415) 324-8771/eve/wk; 444-0560/d

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Mid-50's. Wants woman companion(s) to share sailing and chores. Bay and ocean. East Bay marina. Call Dick and discuss, 523-5582

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One-design class racer/pocket cruiser. San Rafael berth, 6 sails, includes spinnaker. 9.9 hp Johnson w/electric starter. Inboard Tanu. VDO knotlog, new VHF, rigging one year old. \$12,250. 454-8645 or 456-7347

FEMALE CREW/COMPANION AVAILABLE

I'm 39, attractive, intelligent, non-smoker w/sail & cruise experience. Want put together boat 35+ late April/May to Mexico, So. Pacific or Carib. Will fly if you're already there! Marianne, 21801 Michigan Lane, El Toro, Ca. 92630, (714) 859-7328.

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Great Bay boat, 6 hp Johnson O.B., VHF, sounder, jiffy reefing, jib & main, sail cover, shorepower, battery charger, AC/DC, refrigerator, Porta-Potti, topping lift, anchor, very good condition, with berth. Call (415) 829-7365.

OUTSTANDING 36 FT. OFFSHORE CRUISER

1980 Endurance. Quality built fiberglass cutter. Popular Canadian design. Full inventory to satisfy discriminating offshore/liveaboard buyer. Spacious interior in solid teak and black walnut. Traditional lines, modern performance. Must be seen. \$71,500 . . . specs, photos, survey. (619) 585-0834
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'78 Newport 28 diesel. Well maintained C&C design fin keel sloop. Dodger, inflatable, stereo, knotmeter, depth sounder, head, galley, sleeps 6. Replacement: \$30K. Owe \$17K at \$280/mo. Trade equity for trust deed/cash/offer. (415) 346-9746.

BRISTOL CORSAIR

Good condition. LOA 24'7", 8' beam, 3'5" draft. Roomy interior with 5'10" headroom, 5900 lbs displ. Honda 10 hp outboard, VHF, new Standard d/s, Danforth compass. \$11,500. (415) 851-2259.

GLADIATOR 24

Great Bay boat! Stiff, fast Lapworth design, active class/assoc. Outstand. cond. Comp. refin. in/out, VHF, new upholstery, '82 Johnson 7.5, new self-tail'g winches. 5 great sails. New boat coming. \$7,900 (Sausalito berth). Gordon (415) 566-7150/e

VENTURE 17'

1972, freshwater sailed only, like new trailer and 4 hp outboard included, \$2400. Want: Catalina 22 with pop top and trailer, swing or fixed keel. (916) 677-9540.

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Our membership is expanding! Over 70 members to date to share racing/cruising interests in one of the most active fleets on the Bay. Join today. Howard (415) 521-1020 Fleet Captain.

OLSON 30/TRADE

Fully equipped & in top condition (just hauled). Sacrifice for cash or trade for comparably maintained & equipped Santa Cruz or Express 27 plus cash. (206) 323-0085 (e/wknds).

CLIPPER MARINE

26' sloop rig; pop top w/enclosure cover; swing keel; Evinrude 6 hp outboard; galley; head; sleeps 5; inflatable dinghy; all in good condition; tandem trailer w/surge brakes. \$5,500. (408) 663-4033.

1980 26' ROBERTS CRUISING SLOOP

Leaving country—must sell. 6' headroom, 2'6" draft, 2000 lb bal, 4500 lb disp, head, galley, butane, DF, VHF, 9.9 Honda, main, jib, genoa, shorepower, berth available, trailer, \$12,000 or best offer. (408) 475-4142.

1978 BRISTOL 32' KETCH — \$47,000

Sojourner back from Mex. winter. Fully equipped (SatNav, auto-helm, 6 sails, Yanmar dsl., prop. stove/oven, VHF, stereo, etc). Avail. about 4/1/84 in San Diego area. Accustomed to TLC. (415) 593-9644/msg in SF area after 5. Will return call on arriv. in SD

'77 22' CHRYSLER

With trailer, sails, spinnaker, outboard. Excel. \$8,500. Call 934-9784.

ERICSON — 29

Excellent condition 1976 Boat Show model, wheel, VHF, depth, knotmeter, black anodized mast & boom, many extras. \$28,500. (415) 838-7275

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40'x13'x4' fiberglass boat mold. \$2,500. 3 piece female mold complete with production machinery & flybridge mold. Boatyard repo. P.O. Box 729, El Granada CA 94018, (415) 728-7277.

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1977 w/standard features plus added pressurized cabin heater, lifeline gates, stern swim ladder, main sheet travler w/club jib & many extras too numerous to mention. Low hours on Yanmar diesel. Bristol cond. \$31,000. Call to see (916) 486-0589.

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1965 Cheoy Lee pocket cruiser. Beautifully maintained w/upgraded gear and Volvo diesel. 2 suits of sails, full cover, d/m, VHF, galley, head. One of the nicest on the Bay. Asking \$21K. Greg (415) 367-2102 (d), (408) 730-1782 (e)

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Beaut., contemp. 2-story, w/high ceiling living room, fireplace & skylights galore. Deck w/great view on Estuary. AEK incl. washer/dryer. Willing to sell fully or partially furnished. Barnhill Marina, Alameda, Asking \$85K. Owner sell. (415) 769-8841/e.

'ANNA' 65' ALDEN KETCH

Totally rebuilt in & out. 1 1/2" teak deck, mahog. topside. Interior mahog, white oak w/fireplace. New Perkins diesel, new sails/covers. Refastened '79, new LPG system, ready to enjoy. \$95,000. Berkeley slip. (415) 283-3047.

LANCER 30

Fractional rig. 1980. 15 hp diesel, knotmeter, depthfinder. 130% genoa, pressure water, oven. Seller-assisted financing. \$33,000. (415) 367-7212

1971 YANKEE DOLPHIN NO. 245

24' Sparkman and Stephens full keel shoal draft centerboard sloop. Trailer, remote controlled 10 hp Honda, 4 roller furling, headsails, spinnaker, VHF, CB, anchors, safety gear. \$15,000. (916) 967-8150 (after 6 pm wkdays)

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Danish-made Marstal. Simple, reliable, gas one-lunger. Easily hand-cranked complete with transmission, shaft, prop, stuffing box. Perfect for Folkboat-size boat. Also, want to buy used charts of So. Pacific. Phone 548-8216.

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Bristol — Loaded
\$13,000 348-0491

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Sail San Francisco Bay on the cleanest Cal-39 on the Bay.

Boat is available for day, weekend or extended Bay or Delta bareboat cruising by qualified skip-pers. Crewed charters also available.

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See the inside passage from the San Juan Islands to S.E. Alaska and anywhere in between with experienced skipper and cook. 1983 36' sloop has room for up to 3. \$1,050/wk. through 7/6. \$1,250/wk 7/6 to 8/31. Contact Intrepid Charters, 7 Harbor Mall, Bellingham, WA 98225. (206) 676-1248.

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Fronting on Lower Napa River. Private docks & floats. 10' water depth at minus tide. Why pay berthing fees? \$96,000 & \$144,500 — 2 BR & 4 BR.

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<p>1965 COLUMBIA CHALLENGER New 110%, new club & gear, new spinnaker, 2 year old main, bottom paint—1 season old, solid teak hatches, new pain inside, new cushions. \$8,000. Thomas Melden, P.O. Box 6364, Stockton, CA 95206.</p>	<p>NOR'WESTER CHEOY LEE 35 Immaculate/ready to cruise '79 Robert Perry design. Teak decks, trim, interior. New main, new 110%, 90%, 130%, 150%. Fully equipped for liveboard/offshore cruising: hot/cold press. water, reefer/freezer, wood burner, CNG stove/oven, shower. Telcor windspeed/direction, knotmeter, Coastal Navigator 78 channel VHF, digital depthsounder/repeater, AOF, stereo, color tv. Volvo MD 11 dsl./new Dahl 3-stage filter. Complete bimi-ni/cockpit dodger. 2 compass, 3 anchors/all tackle. Inc. Coyote Pt. slip. \$85,000. John (408) 375-1464, (408) 649-6466 x222/d</p>	<p>MY FOLKBOAT NEEDS A NEW KEEPER No time to sail. No time to varnish. Mahogany over oak. New rudder. Refastened in bronze. Mariner 8 O/B. Pat Clancy, (916) 444-2717.</p>
<p>FOR SALE '82 Olson 30, white hull, black water line, 2 sail inventories, Signet electronics, VHF, head, 5 hp outboard. (916) 756-8279 (h), (916) 758-0700 (w).</p>	<p>FOR SALE '82 Olson 40, top-of-the-line and complete Hi-tech sails and electronics for Bay/ocean racing, exceeds requirements for Hawaii & Mexico races. Call for complete details: (916) 756-8297 (h), (916) 758-0700 (w).</p>	<p>CAL 25 Roomy '70 model w/dinette & pop top dodger. Race/cruise equipped with spinnaker & 4 headsails including club jib. Fast & seaworthy. 3rd place in Vallejo YC '81 race season. Stereo, stove, O.B. & new battery. \$9,300. (707) 447-3838.</p>
<p>LEASE MY BOAT — \$250/month 1973 Cal T-2 with new Volvo diesel in Santa Cruz Upper Harbor (J-52). If you're a sailor, you can have Popeye 50% time (to be negotiated) from now thru 12/84. (Further lease possible if this works out). Phone Dr. Keizer (408) 722-5248 (e).</p>	<p>FOR SALE I'm a great family boat in excellent condition, but owners must sell me. VHF, compass, knotmeter, main, club jib, 110, genoa. Honda 10, galley, sleeps 5. Lots of storage. Swing keel. Best reasonable offer. (209) 478-3946.</p>	<p>FOR SALE Simpson Lawrence windlass, Barlow winches, Electra-San, hot water heater, pressure water system, Wallas boat heater, 5 sails from Columbia 36'. Most equipment in good condition. Prices negotiable. Call Peter 567-6433.</p>
<p>O'DAY 23 Excellent cond. Many extras & rigged for easy trailering. includes Galv. trailer w/power winch. Priced \$8,000 below comp. new boat, and this one is ready to sail or trail. Call (408) 251-0687 (after 6).</p>	<p>HELP — NEED NEW HOME I'm a great family boat in excellent condition, but owners must sell me. VHF, compass, knotmeter, main, club jib, 110, genoa. Honda 10, galley, sleeps 5. Lots of storage. Swing keel. Best reasonable offer. (209) 478-3946.</p>	<p>CAL-31 ALAMEDA BERTH 1979 Cal 31 in excellent condition. For sale by out-of-state owner \$42,950. P.O. Box 20265, Atlanta, GA 30325. Call after 4/7/84 (404) 875-2000</p>
<p>38' YACHT TRAILER Air brakes, 5th wheel for truck, elec. lights, 8' beam, 26' keel-well, 8 supports and adj. screwjacks, heavy duty axle and 4 wheels, adj. dolly. \$8,000 value for \$4,000 or trade for car. 355-5831</p>	<p>32' STEEL HOUSEBOAT Professionally built with Volvo 4 cylinder and outdrive. Comfortable and economical. Included is San Francisco Marina Green 35-ft slip. \$30,000. Possible terms. Russ 922-1564.</p>	<p>CORONADO 15 Trailer, cover, trapeze, harness, vests, anchor, extras. A great boat to learn on, chosen by UC Berkeley, Santa Cruz, Navy for intercollegiate racing. Excellent cond. \$1,900 or offer. (408) 255-4712 (e).</p>
<p>FOR SALE 42 gal. fresh resin \$6/gal. 5 gal. white gelcoat \$6/gal. 5 gal. Acetone \$4/gal. 1 gal. Caytlist \$10/gal. Mold for 8' snub-nosed dinghy \$300. Mold for 12.5' Grand Banks dory \$300. (707) 746-1381 (after 6).</p>	<p>30' WILLARD VEGA MOTORSAIL — 1974 HORIZON 4 Cy Perkins diesel (400 hours), depthfinder, autopilot, VHF radio, hailer, AM/FM cassette w/speakers, Lectra-San head w/shower. Loaded with extras. Lots of teak excellent condition. See to appreciate. (707) 374-2526 (owner).</p>	<p>SAILBOAT! 1976 Venture, looks new — includes sails, trailer, 10 hp Chrysler motor (30 hours), pop-top and wheel steering. Call (707) 226-5220 (after 5)</p>
<p>35' ERICSON 1972, Sausalito berth, new uphol. Engine overhaul '83. 11 bags of sails, pedestal steering, adjustable backstay. \$40,000. Call owner (415) 755-5840 (d) / 456-2069 (e)</p>	<p>— SALE OR TRADE — Moore 24, new sails, 10 bags, new tandem trailer, race ready and well founded. Owner will help finance (will consider trade for real estate securities). (209) 533-4030.</p>	<p>BETTER THAN NEW — 41' YANKEE CLIPPER This is not a typical Taiwan boat. Since Jan. '83, \$30,000 has been spent to bring this luxury yacht to bristol condition. A master shipwright rebuilt the cabin top and sides using the best materials available. The masts were pulled, checked, sanded, painted and new spreaders made. The new engine only has 200 hours. She sleeps 8 in three cabins, head has separate shower, H/C pressure water, propane water heater, 12 volt fridge, diesel heater, 8 man liferaft, 16 mile radar, custom dodger, VHF plus much more. Professional charter brochure, logo, mailing list, etc. available if wanting to charter. \$75,000 U.S. or \$96,000 Canadian. Boat is in Vancouver, take small boat in trade. (604) 986-2171 (anytime).</p>
<p>SIELDMANN 25 Diesel sloop. One of the latest racing design w/roomy interior for weekend cruising. Head, full galley, stereo, dinette table, hal-yards lead to cockpit, adj. backstay, twin headstay, plus much more. Bill 339-9601 (d), 832-5371 (e).</p>	<p>42' CUTTER Launched in 1981, Isuzu diesel, Zodiac & outboard, compl. sails, VHF, 8 winches, 5 self-tailing, lg. roomy flush deck, beautiful spacious interior, aft owners cabin, forward work area. Excellent for charter/comfortable liveaboard. \$80K. Rick (415) 453-0401.</p>	<p>LAND FOR SAILBOAT Trade 5 acres or more depending on boat value for riverfront mountain prop. in S.W. Washington state. Excel. fishing/hunting, private bridge access. Trade for 36'-50' cruising sailboat. Write Jon Loren, Box 124, Brookings, Oregon 97415.</p>
<p>ATTENTION SINGLEHANDERS Ocean equipment from Joshua H. Class winner 1982 Singlehanded TransPac. Raft, spinnakers, Walker log, Radar Alert, Narco EPIRB, plus more. (415) 523-0691.</p>	<p>OLYMPIC 47' KETCH Strong, spacious, fast. Cruise this season. Celestial navigation, sail selection, radio work demonstrated enroute to your 1st over-seas destination. '74 F/G, center cockpit, cruise equipped \$125,000. (415) 328-6087/h, (415) 855-2842/wkdy. Oliver.</p>	<p>CASCADE 29 Beautiful condition. Volvo MDII. Diesel, sleeps 6, knotmeter, depthfinder, VHF, club jib. See to appreciate! \$19,500 firm. (209) 369-7043</p>
<p>HOBIE 33 Hull no. 14, custom interior, trailer. Completely outfitted for racing. Excellent condition. Must sell due to job commitments. Surveyed at \$46,750. Will take best offer over \$39K. (707) 554-4503 (9-6 only).</p>	<p>RANGER 37 — ESPRIT Race/cruise this Gary Mull design. New awlgrip hull paint, new copperlux bottom, completely refurnished inside/out. Great elec-tron. incl. Si-Tex 767C Loran, new 55ch. VHF, d.s., single side-band, log, k.m., windpoint. Cust. rig has ultra strong Navtec rod rigging on double spreader rig w/dual headfoil. Edson wheel steering, Volvo 23hp dsl., 12 winches incl. Lewmar 55 & 45 3-speed. Race gear has 2 poles & reaching strut, Barient adjust. backstay, babystay & running backs. Traveller & turning blocks custom made for extra strength. 14 bags of sail. Beaut. teak int. has CNG 3 brnt stove w/oven fully incl head cust. cush. covers, AM/FM stereo cass., shorepower, Dodger, full boat cover & 3 pgs. inventory. 'Esprit' has been professionally maint. & rates low 120 PHRF/25.7 IOR. Been to Hawaii/Mexico, ready again. \$62,500. Fran (415) 254-1306/e, (415) 271-8746/d</p>	<p>25' SAILBOAT If you are looking for your first boat or if you know everything about boats, we may have the boat for you. She is easy to handle singlehanded, but she is perfect for a couple or a family who want to experience the beauty of sailing. She is a solidly built boat that is safe. She has a fine complement of equipment. Asking \$13,000. Call Lori (415) 921-7917.</p>
<p>MERIDIAN 26' 4 SAIL New main, 3 jibs (110, 80, storm), new electronics, Rhodes design, f/g const., full keel, new teak seats and combing, gimble stove (sterno), icebox, f/g water tank (25 gal). Sausalito berth. \$13,000. Call Paul (415) 956-8515 (d).</p>	<p>CAL - 20 New paint-bottom/trim/mast/boom/water line/intr. Evinrude 6hp, head-thru hull, 2 mains/2 jibs, rigged for sound, berth, new portals, Danforth anc./refit./well equipt. See this day/night sailor to apprec. Lessons. (415) 641-0281/after 8pm, (415) 351-8800/d</p>	<p>FOR SALE 1979 Cal 31 in excellent condition. For sale by out-of-state owner \$42,950. P.O. Box 20265, Atlanta, GA 30325. Call after 4/7/84 (404) 875-2000</p>

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All teak trim. Mahogany rudder. Tiller & leeboard. 2-piece F/G mast with aluminum beam. Sail. Mainsheet with Harken ball bearing blocks. Positive flotation. Oarlocks and sockets. Towing eye. \$650. 332-2694.

26' BALBOA

Trailer, genoa, storm jib, radial drifter, double reef main, extra shrouds, adjustable backstay, 15 hp Johnson, ground tackle, compass, lots of extras. Stockton berth. By owner \$13,750. (209) 526-5604 (lv. msg.)

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Swing keel, pop top, trailer, club jib w/reef, 110, 2 reef main, compass, D.S., VHF, stereo, Marine head, kero stove, much, much more. Like new. (209) 951-2069.

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1978 F.G. sloop built in Sweden by Marieholm. Excellent Bay/offshore boat w/VHF, inboard diesel, dual batteries, lifelines, dodger, upwind Berkeley berth. Must sell \$19,000. David 756-6444.

DINGHY FOR SALE

8 ft. Montgomery rowing dinghy with 2 pr. oars — good condition. \$495. 763-3804 (leave message).

J-24

Fast East Coast boat set up for class & serious MORA racing. Many custom features too numerous to list. New LP on topsides. 6 hp Johnson. 10 sails. Sausalito berth. Trailer. Replacement \$25,000+. Anxious. \$13,895. (415) 457-7070/w, 454-5386/h.

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1966 Boat in excellent condition. Richmond Marina berth. Price open. (415) 524-3348 (e).

33' DUTCH CUTTER

27' LOD, 9' Beam, 60 hp Atomic 4, 3 sails, w/Oyster Cove berth. \$6,800. Ron (415) 753-0352.

WYLIE 30 I.O.R. RACE BOAT

Excellent condition, new Horizon S.F. sails, Barient, Westerbeke 20 hp diesel, quality fir, mahogany, teak interior, Hulse Chrisman rig, all rod rigging, owner being transferred back east. Priced well under \$40,000. 521-7250.

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1969, 25 hrs. on rebuilt Perkins, 3 kw diesel gen., good ground tackle, heavy bronze worm gear steering, AC/DC fridge, autopilot, plus much more. Vessel in good condition. Liveaboard slip in Morro Bay. Anxious! Asking \$45,000. (805) 922-2997.

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By orig. owner. F/G. Rugged/fast/maneuverable, beaut. maint. world class cruises yawl. Tri-cabin, 2 heads, shower, sky-ports, s/s sinks, 4 cyl. dsl. (122 hrs), h/c water 100 gal cap. VHF, RDF, full instr., roller reef. \$75,000. (415) 388-3518/early am & eve

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— OLSON 30 —

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Proven Santa Cruz Racer. 30' one-of-a-kind ULDB, fiberglass balsa-core sandwich construction, 2' removable waterline extension, teak overlay decks. Forerunner of Olson 30, built in 1978 and still winning. Ready to race with 8 sails, complete hydraulics, self-tacking winches, new halyards and running rigging in 1983. Digital knotmeter, VHF, solar panel, 6 hp OB, trailer and more. A racer's race boat! \$31,000. Don Snyder (408) 426-3560 (d), 475-2694 (e), or Dennis Bassano (408) 475-0568.

26' CLIPPER MARINE 1974

Boat has just been hauled. New bottom paint and wax job. Porta-Potti. Will sleep 4. Large cockpit great first boat must see to appreciate. Santa Cruz sublet available. Slip x52. \$4,800. Call Marcus at (408) 226-1463.

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Act fast. Haul-out scheduled April 13 for annual repainting. Ideal time for survey. Full blue cover. 2 sets of sails. The perfect wooden boat will be completely ready to sail away. Martinez berth available. Must sell. (415) 229-4322.

25' CORONADO

10 hp O.B., D.S., K.M. radio. \$7 1/2K. (415) 938-8137 (pm)

28' WOODEN CRUISING CUTTER

Sturdy built cruise ready Mexico vet. An affordable complete cruiser w/Berkeley upwind berth. Excellent cond., beautiful lines w/bowsprit, boomkin, transome stern, boom gallows, strong easy to handle cutter rig, 8 bronze opening ports, warm, roomy interior, full size chart table, kero, stove/water, lamp, 80 gal. water, exc. sail inventory, SAY's self-steering, Avon liferaft, Montgomery dinghy, dodger, all channel VHF, RDF, EPIRB, solar panel, 3 Sestrel compasses, Freiburger sextant, windlass, anchors, etc. \$28,000/obo. Sacramento (916) 481-3545 (e).

WANTED FEMALE/MALE

Congenial sailing companions for new sloop. Sailing will be in S.F. Bay weekends, long distance will be Mexico-Hawaii, etc. Will teach. To right person must be willing to work boat. I am 50 yr. old male. Please write to DB, Box 1282, San Rafael CA 94901

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Very clean 1976 boat. Well rigged racer/cruiser. All lines to cockpit, internal halyards, Barient winches. 2 suits North sails, racing suit less than year old, 6 hp Evinrude. Competitive—4th YRA 82/83. \$12,500. Bill (415) 435-4835.

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FOR SALE

27'2" COLUMBIA 8.3, 1977, Atomic 4, depthsounder, VHF, like new condition, fully equipped, broker own, \$28,500.

25' SANTANA 1973, 4 hp Evinrude, main, 2 jibs, all new condition, head, holding tank, very clean, \$10,950.
DON BRUNETTE YACHT SALES, ALAMEDA (415) 865-5259.

ISLANDER - 36

This 1980 Islander-36 is cruise ready from her roller furling/reefing 130 genoa to her S/S barbeque, dodger and stereo.

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\$95,000.

WANTED Husband/wife want skipper/mate position aboard sailing yacht. USCG Lic. ocean operator & "Six Pack". Extensive cruise/charter exp. Would gladly consider delivery of yacht anywhere. Philip/Danusia Keester (415) 989-3454/(415) 441-4698/iv msg	NOR'WEST 33 HULL NO. 3 Built in 1978 by the original Nor'West Yachts to a very high standard. She is well equipped and in superb condition. Will consider trades. \$59,500. (408) 426-1526 (e).	DAWSON 26 Trailerable swing keel center cockpit ketch. Sistership finished 2 OSTAR trans Atlantic races. Trailer, 2 jibs, spinnaker & gear, VHF, RDF, DS, KM, wheel steering, press. water, shower, stove, \$19,500. (707) 552-2170.
FOR SALE — "PUDDLEJUMPER" 36' custom fiberglass sloop Herreshoff type double end. Built N.Y. 1962 Excel cruise/liveaboard 100 gal water, 100 gallon diesel = 1000 mi. range, autopilot. Berthed Pillar Pt. Marina. \$35,000. (415) 726-3499.	ISLANDER — BAHAMA 30-FT, 1980 Volvo-Penta MD7A dsl w/Racor filters, North main, 90% & 110% jib & Sutter radial headsail, k.m., d.s., 50-chnl marine radio, Lewmar halyard winches, ocean strobe, more. Perfect condition/1 owner. \$39,900. John 849-3848 (e).	1980 KINGFISHER W/HASLER CHINESE RIG F/G. 21'7"x6'11"x2'4". 2900 lbs. Unstayed mast. Instant, effortless, reefing. No sail changing. Twin keels, Strong, comfortable, fast. Yanmar diesel. Fully equipped, ready to cruise. A-1 cond. \$19,000. Trailer avail. Berthed S.F. Bay (415) 883-6901.
SALE OR TRADE 3 Barlow winches. Two #26 two-speed \$635. One #25 two-speed self-tailer \$435. All chromed bronze excellent condition. Need Loran and steering vane. Call Claude (916) 383-2722 (d), 481-6910 (e).	FOR SALE 35' ketch, Piver Loadstar trimaran. Diesel, VHF, AM/FM cassette, fathometer, 5 sails, 4 winches, dinghy. Sea kindly and easy to sail. \$18K. (415) 751-9007 (mornings).	FOR SALE CLASSIC WOODEN SAILING DORY Built by Aeolus Boats of Davenport, CA. 18½ ft. gaff rigged sloop, centerboard, outboard well, Dacron sails, trailer, and boat cover. \$2,000. (415) 322-1561 (after 6 pm).
TRAILER WANTED Need trailer for Catalina 25 swing keel. Must be 7000 GVW rating, 2 axle, surge brakes. Prefer Trailrite or EZ Loader. Will consider others. Call (916) 865-5577 (e), (916) 865-3826 (e).	HOUSEBOAT Ample decks, 17'x50' overall. Owner must reluctantly sell at lowered price of \$8,900. Roomy salon, galley, study, head, full bedroom. Ideal haven for couple, artist, duck hunters, or as a floating office. (415) 234-5335 or 465-3309 (after 6 pm).	1982 STILETTO 27' ULTRA LIGHT CAT Race ready — 5 sails incl. spinnaker w/removable cruising amenities. Perfect high performance daysailer & Delta cruiser (longer trips via custom trailer). Loaded & way below replacement. Call owner at (408) 496-8045 (d) / (415) 949-1637 (e).
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ARIES WINDVANE — 10' MELODY New Aries wind vane, still in crate, complete set of spare parts, \$1500, value-\$1250. 10' Melody, mahogany, varnished throughout, new sail—a great car-top sailboat, \$500. Call 934-7928 (e/wknds)	J - 24 All class sails, 6 hp OB, knot, compass, Porta-Potti, Micron 22, AM/FM stereo, anchor/line bilge pump, life jackets, EZ 2 axle trailer, excellent condition inside and out. \$11,995. (415) 932-2900 (d) / (415) 284-1537 (e)	COLUMBIA 22 \$5,500 with Berkeley slip, excellent shape, sturdy Bay boat, sleeps 4, lines led back to cockpit, freshwater tank, icebox, anchor, VHF, fathometer, compass, 2 year old main, 3 jibs, 5 hp O/B. J. Jeffries, (415) 865-4720.
SERIOUS 29 YEAR OLD MALE SEEKS Ocean-going job. 3 years experience with marine mechanical and electrical systems. Coastal delivery background on power boats. Some Bay sailing experience. Please call Tom (415) 569-1005.	J-24 1/4 partnership. Affordable. Exciting to sail and race. Moored in Alameda, underused. Sailing/racing lessons available. \$3,900 or best offer. Rene (415) 854-6399 (e) or Jay (415) 851-2271 (e).	TAYANA FD 12 METER LOA 50 ft. 3 in; 14-ft beam; 35,000 lb. displacement; 13,700 lbs ballast. Cutter rig, 1982. Excellent condition. Selected teak & spruce handfitted joinery thruout. \$155,000. (415) 367-7212.
C&C 38 FOR SALE In excellent condition, recently hauled and topsides painted. Lots of racing sails, spinnaker and equipment, instruments, etc. Comfortable cruising boat, too. Price: bargain at \$59,500. Call Jim Lindsey (415) 654-8570.	ERICSON 30 1968 Boat never abused. New sails, spin. w/chute. VHF, RDF, DS, KM. New stainless, 12v/110v, shower, holding tank, cabin htr., refer, stereo, Halon, oven, Albin 2 cyl gas, Barient, 2 Danforth, Whale gusher. Very good condition. \$28,000. Gary 523-7204.	CORONADO 27 F/G, alum. spars w/lin. poly., Barients, Watts sails, 10 hrs on rebuilt inboard eng., VHF, fath., knotmeter, RDF, shorepower, fresh & sea water (press.), galley, stove, encl. head, sleeps 5 in comfort, very roomy. Must sell. 883-9492 (e).
40' CHEOY LEE KETCH 1956 All teak. Garden design. Beautifully maintained. Outfitted for world cruising. 4 cyl. diesel. Excellent liveaboard. \$85,000. (619) 722-9491	WANTED Small inboard engine 20-30 hp to replace exhausted Universal 4 in 50-year old 28-ft sailboat. Phone (415) 282-9079.	FLOATING HOME "Greenhouse" boat, redwood and glass on steel pontoons. <i>Sunset Magazine</i> Design Award winner. 1 bedroom, woodburning stove, stained glass windows. Two decks. \$38,000. (707) 557-0100.
FOR SALE 3 kw Kohler water cooled diesel generator, never used, \$2000. Sea Scan radar (superb picture) \$800. Yaesu 101B ham radio (make offer). Other items — 35 hp Johnson, 3.5kw gas Honda generator. Call (415) 284-1349 Tresser.	AKKA Amuthon 36, Van de Stadt design, Dutch built (Kok shipyard), a truly proper yacht, OSTAR veteran, steel hull, teak decks, mahogany cabin, bronze winches, MBZ diesel, variable pitch propeller, 11 bag sails, all basic ocean cruising gear. 36x28x10x4.5 feet, 16,600 lbs. very good condition. \$59,000 — consider smaller boat in trade. (415) 658-1194	25' SLOOP WITH MONTEREY BERTH Schock 25 with all racing gear — Spinnaker, 3 jibs, new bottom paint, outboard. Monterey sub-let. PHRF B class winner. Perfect inexpensive boat for racing or just fast daysailing. \$5,500 or B.O. Contact Van at (408) 688-9543 (after 6 pm)
FOR SALE 6-man C.J. Hendry hard-case survival raft, 2 NARCO EPIRBs, Ray Jeff 670 RDF, Aries steering vane, anchors, chain. All A-1. Bill Kohlmoos, P.O. Box 50300, Reno, NV 89513, (702) 747-1561.		AVON & KAYAK Redcrest — Excellent condition. Oars and outboard bracket, \$450. Kayak is homemade, flat bottomed, ugly but good duck boat, \$50 to good home. (415) 332-6053 (e), (415) 622-8358 (wkdays).

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CATALINA 30

1982 model, diesel, h/c pressure H2O. Grey deck, white hull, \$32,000/offer.
Dan (805) 528-0771, (805) 528-7826.

40' CLIPPER CUP RACER

Ron Holland masthead rig, boat in Hawaii w/all Clipper Cup equipment. Strong proven boat in Hawaiian waters. W/good crew will be competitive in Clipper Cup & Big Boat Series. Owner has new boat coming. \$110,000/b.o. Richard (808) 262-5993

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O'DAY 22

1979 with main, 110, 150 sails. 7.5 hp O/B, VHF, Porta-Potti, bow pulpit & lifelines plus other extras. 1981 EZ Load trailer. \$7,950. (415) 938-7015

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'76 Ranger 33. \$44,000. Race rigged; 6 sails (DeWitt), full electronics. Cruise equipped; offshore dodger, electric autopilot. Liveaboard; natural gas stove, battery charger, & much more. Very clean. (707) 944-2811 (d), (707) 257-3577 (e)

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WE WANT TO ACQUIRE A CRUISING SAILBOAT

During next 12 mos. 42' to 48'. Good cond., worthy of So. Pacific. Will be partnership purchase, therefore need seller who's willing to keep a share or give us time to put partnership together. David Kindopp, 400 E. Gobbi St., Ukiah 95482.

32' FUJI KETCH 1976

Boat in bristol condition. 40 hp diesel engine, custom upholstery and curtain. VHF, etc. Own owner boat. \$50,000. 332-5332

16' SNIPE (1966)

Fast, light with trailer. 2 sets of sails in excellent condition. All rigging & hardware. Needs paint. Moving to Hawaii. Must sail (sic). \$995/B.O. Ed/Marilyn (408) 423-7385.

FOR SALE

Yacht Specialties wheel steering system. Includes Ritchie compass, gear shift & throttle & all pulleys & brackets. Very good condition. \$450. (209) 835-6531 / (209) 931-4750. Ask for Mark.

1972 SANTANA 22

Recent survey (12/83). New: bottom paint, S.S. keel bolts, interior paint, wiring & elec. panel, curtains, hatch boards, battery & box. Rope to wire halyards, exterior woodwork, all rope & sheets, shore power, fenders, etc., etc. Also, compass, knot & log meter, Danforth anchor, life jackets, 5 bags of sails, 5 hp O.B., '84 tags. This boat is clean and complete! Will trade for larger fixed keel F.G. "Rat" boat in need of repairs, or \$5,900. (707) 545-4955 (8 to 6)

WANTED

ISLANDER 37 PILOTHOUSE SLOOP
Call Rick (415) 271-2123 (d), 332-2472 (e)

MISC. GEAR FOR SALE

Seagull Century outboard with clutch and large tank \$300. Achilles inflatable model ST-4 \$450. Autohelm 2000 \$400. English sextant in box with certificate \$500. All in new condition. (415) 462-6486

ISLANDER 32

Launched Fall 1978 in fresh water lake. Documented — Westerbeke L25 diesel, wheel steering, CNG stove & oven, hot/cold water system & shower, battery charger, 120 genoa, bristol condition. \$48,900. (509) 926-1511 (d), (509) 924-7423 (e)

28' TWISTER

Cruising sloop w/weather cockpit, sep. galley, navig. station, enc. head, lg. hanging lockers. Efficient design w/plenty of stowage/comfort. Glass hull/decks w/wood interior. Emeryville Marina/North gate/Tiri Tiri/west end. \$24,000. (415) 841-6962

ALACRITY 19

All new VHF, KM, DS w/alarm, running rigging, masthead running lights, battery meter, ltd. compass. 2 anchors, exc. motor, etc. 1st Class twin keel pocket cruiser, 3 bunks. Several have sailed Atlantic. Incl. trailer/berth. \$5,000. 993-6745

46-FT LAPWORTH

Nalu II, modern flush deck sloop built '54. 5 time TransPac winner. Cruised extensively. Comfortable dry liveaboard. New teak decks, Westerbeke dsl., Aries vane, Loran C, shower, refrig., etc. Brz. fastened mahog. hull in very good cond. \$59,000. 236-9817

RANGER 29

Relocation forces sale. Gary Mull design racer/cruiser. PHRF 180. Standing headroom, Knot/VHF/depth/stereo. Atomic 4 inboard, 3 spinnakers, 5 headsails, new main, folding prop. Coyote Pt. berth. \$30,500. (208) 385-9033.

1980 30' IRWIN

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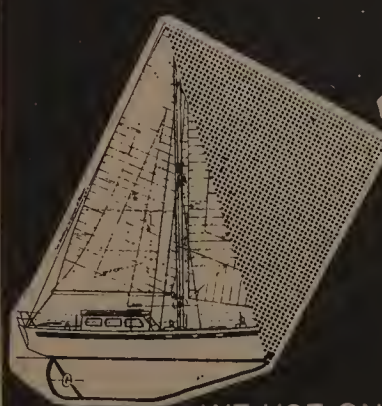


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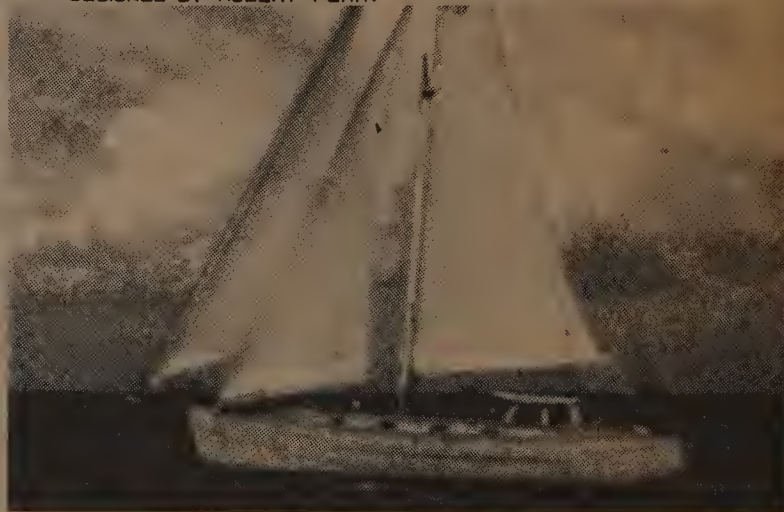
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Wavelength 24	\$14,395
Santana 30/30 GP	35,950
Cal 35	74,500
Cal 39	98,500

Dealers for CAL Boats, Santana,
and Wavelength.



515 NE Tomahawk Is. Dr.
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46' CUSTOM TRI — 95% complete — a must see
for the multi-hull enthusiast — diesel stove and
engine, generator — owner must sell! Asking
\$99,000 ALL OFFERS CONSIDERED!

SAIL

65' Dsl. Cruis'g ketch w/cntrbrd, '59, steel	\$180,000
55' Cutter, '79, f/g, sd	159,000
53' Schooner, '77, wd, sd	225,000
53' Woods Shutes schoner, '26, wd, sd	63,800
50' Sparkman & Stephens slp, '77, al, sd	99,000
50' Enderlein sloop, '57, wd, sg	98,500
50' Kettenburg ketch, '65, wd, sg	118,000
49' TransPac 49 ketch, '79, '80, (2) from	194,500
48' Alden ketch, '75, wd, sd	95,000
47' Herreshoff ketch, '69, wd/f/g, sd	98,500
46' Cal 2-46 ketch, '75	145,000
46' Formosa cutter, '81, f/g, sd	119,000
46' Kettenburg, '69, wd, sd	119,000
46' Tri-hull, '83, f/g, sd	120,000
45' Tri Hull, ketch, wd/f/g, sd	120,000
45' Columbia sloop, '70, '74, (2) from	89,000
45' Columbia sloop, '70, f/g, sd	110,000
43' Westsail cutter, '76, wd, sd	154,000
43' Hans Christian ketch, '78, '81, (2) from	129,500
43' Westsail, '76, f/g, sd	154,000
42' Stephens sloop, '68, al, sd	110,000
42' Pearson ketch, '81, f/g, sd	139,000
42' Stephens motorsailer, '68, alum, sd	110,000
42' Westsail cutter, '78, f/g, sd	135,000
41' CT 41 ketch, '75, f/g, sd	67,000
41' Cheoy Lee ketch, '78, f/g, sd	103,500
41' Columbia ctr. cockpit, f/g, s/d	75,000

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35' CHEOY LEE LION — The best of both — FRP
and teak — diesel, oil stove, frig., Signets. Strong
and fast sailor. Ask \$55,500.

41' CT aft cockpit, '73, f/g, sd	\$93,500
41' Freeport ketch, '78, f/g, sd	\$143,000
41' Lord Nelson cutter, '82, '83, (2) from	119,500
40' Peterson sloop, '75, f/g, sd	79,000
40' Sea Wolf ketch, '69, wd, sd	74,000
40' Adriatic, '78	94,500
40' Anacapa 42 ketch, '74, f/g, sd	115,000
40' Cheoy Lee Offshore, '69, f/g, sd	79,500
40' Eichenlaub cstm sloop, '76, alum	65,000
40' Mariner ketch, '71, sd	84,000
39' Cal 39, sloop, f/g, sd	94,950
39' Cal 39 sloop, '78, f/g, sd	95,000
39' Carter 39 sloop, '73, f/g, sd	57,000
39' Columbia sloop, '73	59,500



TARANTELLA 50 SLOOP — She's irreplaceable.
Built in Europe of the finest woods available for an
uncompromising owner. We're looking for an offer.

39' Hans Christian p.h. cutter, '82, f/g, sd	149,500
38' Alajuela cutter, '78, f/g, sd	110,000
38' Cheoy Lee sloop, '80, f/g, sd	100,000
38' Catalina, '80, f/g, sd	63,500
38' Cheoy Lee sloop, '83, f/g, sd	112,500
38' Downeast cutter, '76	85,000
38' Ericson, '80, f/g, sd	95,000
38' Hans Christian, '81, f/g, sd	115,000
38' Hans Christian trad., '82, f/g, sd	112,000
38' Hans Christian MKII, '80, '81, (2) from	109,000
38' Hans Christian trad., '76, f/g, sd	89,900
37' Tayana cutter, p.h., '80, f/g, sd	85,000
37' Tayana cutter, '78, f/g, sd	83,000
36' Cal 36 sloop, '66, f/g, sd	50,000
36' Cal 36 sloop, '66, f/g, sd	37,500
36' Freeport, '79, f/g, sd	96,000
36' Islander sloop, '76, f/g, sd	62,000
36' Palmer Johnson, Standfast sloop, '74, f/g, sd	69,500
36' Albin Stratus sloop, '81, f/g, sd	79,000
35' Cheoy Lee Lion sloop, '65, f/g, sd	55,000
35' Ericson MKII sloop, '71, f/g, sg	49,000
34' Ericson 34T sloop, '78, f/g, sg	53,000
32' Rhodes Traveller 32, cutter, f/g, sd	69,900
32' Cheoy Lee m.s., '69, f/g, sd	54,000
33' Roughwater sloop, '75, f/g, sd	44,000
30' Angelman ketch, '57, wd, sd	39,500
30' Coronado sloop, '79, f/g, sg	24,500
30' Newport III, '81, f/g, sd	42,500

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USED BOAT LISTINGS

21' VENTURE; and trailer; 2 sails; and outboard; OFFER.....	\$4,250
22' CHRYSLER; 1977; very clean; MAKE OFFER.....	6,900
23' RANGER; 1973; 4 sails.....	9,900
23' RANGER; 1976; 9.9 plus 3 sails.....	12,900
25' CORONADO; 1966; good starter.....	7,900
25' CORONADO; 1970; 5 sails; very clean.....	9,500
26' RANGER; 1972; Honda 9.9.....	reduced to 12,900
26' PEARSON; '75; Johnson 15 hp; sharp.....	13,500
26' WOOD FULL KEEL; gas inboard; 1937.....	10,000
27' CATALINA; 1978; 5 sails; inboard gas; dinette int.....	20,900
27' MORGAN; 1974; w/new 7.5 BMW diesel.....	22,250
28' O'DAY; 1979; motivated seller.....	23,500/OFFER
28' ISLANDERS; 1-design; choose between 2; all diesel.....	from 34,000
28' SAN JUAN; 3 sails; Atomic 4 inboard.....	26,950
29' CAL; 2-29; diesel; pedestal; 5 sails; nice.....	27,900
30' HUNTER; many extras.....	31,950
30' ISLANDER/BAHAMA; 1980; diesel; must sell!.....	36,900
30' CATALINA; diesel; pedestal; very clean; 1973.....	28,900
31' PEARSON; 9 sails incl. spinn; 1978; Atomic 4.....	49,500
32' ISLANDER — sharp.....	51,500
32' VANGUARD; 5 sails; diesel; full keel; very nice.....	39,900
34' CAL; 1978; diesel.....	49,500
34' SUNSET; classic wood sloop, full keel; 1938.....	14,900/OFFER
36' HUNTER; diesel; auxiliary sloop; 1980.....	61,500
36' ISLANDERS; One-Design class; we have 3 (2 gas, 1 dsl).....	53,000 & UP
36' FREEPORT; dealer demonstrator; priced right/offers.....	94,500
37' O'DAY; cruise ready; new listing.....	69,000
38' LANDFALL; C&C; see this one!; loaded.....	99,500
40' ISLANDER PETERSON; TransPac equipped; Trade Up.....	95,000/OFFERS
40' PEARSON; '78; 7 sails; loaded; diesel.....	120,000
41' FREEPORT; ready to world cruise; ketch.....	135,000
41' CHEOY LEE; ketch.....	109,000
43' HANS CHRISTIAN; ketch.....	120,000

MANY OTHERS — INQUIRE

"STEEL KETCH"

38' ketch, ready to cruise the world. Loaded with equipment. Drastic price reduction from 95,000 to **\$79,500!!** South African owners must **sell!!**



"SELECTED LISTINGS"

- 47' OLYMPIC KETCH loaded w/equip. & just waiting to return to the So. Pac. Owner must sell — reduced to **\$125,000**
- 43' HANS CHRISTIAN, beautiful condition, owner must sell — **\$138,000**
- 40' HINKLEY BERMUDA, loaded with equipment — the Mercedes of cruising boats. Owner anxious — **\$99,500**.
- 39' RHODES, a true wooden classic, very sound. **\$39,500/offers**
- 38' MONK Pilothouse Ketch, lots of equipment. **\$45,000/offers**
- 33' TARTEN TEN, S&S one-design, like new condition. **\$33,500/offers**
- 30' CHANCE, racer/cruiser, owner must sell — Try Anything!



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THIS MONTH'S SPECIAL: TAYANA 37 PILOTHOUSE CUTTER



FIRST TIME OFFERED

Robert Perry design; pristine condition; long cabin pilothouse; Perkins 4-108 49 h.p. diesel aux.; dinghy & davits; shower; refrigeration; windlass; self-tailing winches; knotmeter; ADF; two VHF's; anemometer and windspeed plus much more; great liveaboard. **\$92,000.**

37 HUNTER CUTTER

1979 Model — aft cabin, separate shower, wheel steering, 5 sails including booster; water heater; electronics plus more. Bristol.

APRIL SPECIAL: **\$51,500**

WE GUARANTEE A BERTH WITH EVERY BOAT WE SELL — NEW OR BROKERAGE

SAIL BOATS

- 24' COLUMBIA/CHALLENGER '66 aux. 10 h.p.. Good Buy.....
- 25' CAL sloop, '68, 3 sails, '81 aux.. Clean.....
- 25' GREAT DANE '56, full keel classic planked mahog. hull, Atomic 4. Quality Boat.....
- 26' EXCALIBUR '78, 7.5 h.p. auxiliary. Owner Anxious.....
- 28.54 POINTIN 29 '77 slp, full race, 9 sails. Loaded.....
- 29' ERICSON '77, sloop, 4 sails, new Atomic 4. Very Clean.....
- 29' COLUMBIA '66 sloop, S&S design, 5 sail, Atomic 4, exc. cond.
- 30' LANCER '77, diesel aux., inc spinnaker plus much more.....
- 30' TARTAN sloop '74, S&S design, Atomic 4, 3 sails, electronics.....
- 30' ISLANDER '73 sloop, Atomic 4, price just reduced by owner.....
- 30' OLSON '78, rebuilt '83, 7 sails, Loran plus more! Owner anxious.....
- 30' O'DAY '79 slp, dsl aux., 4 sails, loaded, big 30 footer.....
- 34'5" TARTAN sloop '73, S&S design, very clean.....
- 35' ERICSON '80 sloop, dsl aux., loaded, sharp!.....
- 35' CAL sloop, '80, diesel aux., 5 sails, loaded, inc Avon dinghy, sharp.....
- 36' MARINER ketch '79, Perkins 49 hp dsl, Garden design, loaded, like new...
- 37' TAYANA '83 Mk II, pristine condition, loaded, w/dodger, Tanbark sails..
- 37' TAYANA cutter '79, Perkins 4-108, many extras, cruise ready.....
- 37' TAYANA '80 p.h. cutter, Perkins 4-108, mint cond, loaded, see to appreciate.....
- 37' HUNTER cutter '79, 4 sails, aft cabin, sharp.....
- 38' STONE Schooner, planked hull classic, beautiful!.....
- 42' CSTM EXCALIBUR slp '81. Crealock dsgn, pristine cond., all the right equipment.....
- 44' CHEOY LEE AUX. KETCH '80, Perry dsgn, 40 h.p. dsl, elect, great liveaboard.....
- 45' EXPLORER ketch '79, ctr ckpt, spacious cruiser, loaded, cruise ready, owner anxious.....
- 50' GULFSTAR KETCH MKII, '79, custom, beautiful.....
- 52' TAYANA cutter '84, all new Perry design on display, come & inspect.....
- 55' TAYANA cutter ctr cockpit, all new contemporary design on display now!..

TRAWLERS

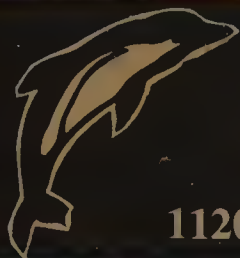
- 33' LA PAZ, '72, sedan w/Flybridge, Ford Lehman 120 hp dsl., reasonable fixer-upper.....
- 34' CALIFORNIAN w/Flybridge, tw'n Perkins dsl, radar, a.p., VHF, + much more, has salmon license & comm doc, marked down to sell.....

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41' Morgan
~~\$89,500~~ \$79,500



36' Islander Freeport '81
~~\$115,000~~ \$104,900



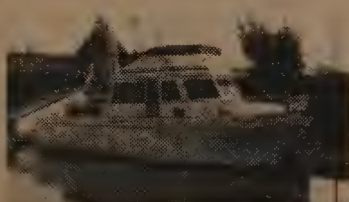
35' Finclipper
~~\$45,000~~ \$39,500



27' C/S Slp '79
~~\$26,500~~ \$23,500



50' Californian
1981 \$289,500



46' Californian
1981 \$275,000



36' Stephens
1949 \$30,000



35' Monk '68
~~\$39,500~~ \$35,900

BLUE DOLPHIN YACHTS PROUDLY PRESENTS:

CALIFORNIAN BOATEL CARVER SILVERTON MAINSHIP IMP

SAIL

51' Formosa custom ketch, '79	\$175,000
50' Gulfstar ketch, '79, '80	185,000
47' Gulfstar Sailmaster, '79, '79, '81	210,000
45' Alden, '46	30,000
45' C & L Marine ketch, '79	120,000
44' Gulfstar sloop, '81	172,500
44' Peterson sloop, '75	117,500
43' Westsail ketch, '76	125,000
42' Cooper Pilothouse sloop, '81	127,500
41' Cheoy Lee ketch, '80	105,000
41' Downeast P.H. cutter, '80	85,000
41' Gulfstar sloop, '74	81,000
41' Gulfstar ketch, '75	105,000
★ 41' Morgan ketch, '74	79,500
41' Newport sloop, '79	85,000
40' Cheoy Lee Offshore yawl, '74	77,000
40' Valiant cutter, '79	149,000
40' Valiant sloop, '76	140,000
37' Apache, '79	44,500
37' Fisher Motorsailer, '80	118,500
37' Fisher Motorsailer ketch, '78	98,000
37' Island Trader ketch, '77	63,000
37' Ranger sloop, '74	84,000
36' Islander cutter, '78	116,500
• 36' Islander Freeport sloop, '81	115,000
35' Finclipper sloop M.S., '71	39,500
35' Yorktown Yachts sloop, '78	67,000
33' U.S. Yachts sloop, '81	51,000
32' Ericson sloop, '74	32,950
32' Westsail cutter, '74	67,500
31' Crane Bros. racing sloop, '76	38,000
30' Bristol sloop, '77	54,900
30' Fisher Motorsailer, '76	69,500
30' Fisher Motorsailer, '75	62,500
30' Willard Vega M.S., '74	44,950
29' Pointin 29 sloop, '77	32,995
29' Rhodes sloop, '38	23,000
28' Ranger sloop, '78	27,950
★ 27' C S sloop, '79	23,500
26' Cheoy Lee sloop, '64	14,900
25' Samurai sloop, '70	10,000
25' Santana 1/4 Ton, '73	10,900
24' San Juan sloop, '74	14,900
19' Mercury Day Sailer, '69	2,800

POWER

78' Feadship, '64	750,000
68' Pacemaker, '69	350,000
65' Pacemaker, '72	400,000
63' Bertram, '71	390,000
63' Halvorsen, '71	390,000
57' Chris Crft Constellation, '68	205,000
52' Bluewater M.Y., '82	190,000
50' Californian, '81	289,500
50' Defever Trawler, '78	185,000
★ 47' Bluewater M.Y., (2) '82	170,000
47' Master Fab Houseboat, '79, '80, '81	32,000
47' Suwanee Houseboat, '69, '70	44,000
46' Californian, '81, '81	237,500
45' Bluewater Sedan, '79	120,000
45' Carl Craft Houseboat, '80	66,000
45' Southwest Boatyard, '62	83,500
44' Gulfstar M.Y., '79	210,000
43' Gulfstar Trawler, '76	140,000
43' Harbor Yachts, '72	90,000
★ 42' Gibson Houseboat, '82	48,900
★ 42' Thompson Houseboat, '71	49,500
42' Trojan, '66	69,500
40' Bluewater Sedan, '79	96,000
40' Bluewater Flybridge, '79	82,500
40' Cruise-A-Home, '73	45,000
40' Marine Trader, '77	102,000
40' Trojan F40, '79	160,000
40' Vega Sport Fisher, '75	83,000
38' Bertram, '70	120,000
38' Chris Craft tri-cabin, '67	73,000
38' Gulfstar, '80	139,500
38' Pacemaker Sportfisher, '72	100,000
37' Californian trawler	69,500
37' Colonial, '62	34,900
37' Master Fab Houseboat, '79, '79	28,000
★ 36' Carver, aft cabin, '82	98,500
36' Gibson Houseboat, '80	46,000
★ 36' Stephens, '49	30,000
36' Trojan, '79	89,000
★ 35' Pacific Sportfisher, '68	39,500
34' Mainship, '78	64,000
34' Fiberform Executive, '78	62,500
34' Silverton, '83	71,950
33' Carver, '80	68,500

33' Luhrs, '67	35,590
32' Tollycraft	9,995
32' Grand Banks, '79	80,000
32' Luhrs, '72	44,950
32' Pacemaker, '65	21,500
★ 32' Tollycraft, '65	17,500
32' Trojan F/B Express, '73	39,500
31' Monterey, '78	25,000
31' Wellcraft Suncruiser, '81	77,900
30' Tollycraft, '72	35,950
★ 28' Bayliner, '79	26,500
28' Hunter, '50	8,000
★ 27' Bayliner, '79, '79	29,500
27' Bayliner	26,500
27' Chris Crft Cavalier, '66	8,250
25' Albin, '75	26,000
★ 24' Bayliner, '79	19,500
24' Bayliner	14,500
19' Mastercraft, '79	9,900

COMMERCIAL FISHING BOATS

42' Sunnifjord, '80	189,500
40' LCVF Converted, '45	25,000
26' Farallon, '81	39,900

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1984	51' Boatel	\$185,133
1984	40' Mainship aft cabin	144,020
1984	40' Silverton	124,920
1984	38' Californian	175,627
1984	36' Carver	144,277
1984	34' Mainship	75,970
1984	32' Carver	92,201
1984	28' Carver	70,196
1984	28' Carver	68,485
1984	26' Carver	38,021
1984	23' Imp	25,495
1984	21' Imp	23,154
1984	19' Imp	21,021

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* HUNTER 34

* HUNTER 37

HUNTER 40

HUNTER 54

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inventory
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Docks

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1978 FISHER 37 Pilothouse Motorsailer. Exc. British construction with a pilothouse navigation. Aft stateroom & loads of gear. Reduced from \$125,000 to \$98,000.



1978 GULFSTAR 43 Cntr Cockpit Sloop. A very well-equipped liveboard/cruiser. Beautiful aft-cabin & USCG approval for chartering makes her a bargain at \$127,500.



1979 EXPLORER 45 Aft Cabin Ketch. Just brought up to bristol condition & well inventoried with gear makes this fine boat a lot for the dollar. Only \$122,500.

SAIL

20' FLICKA '78 sloop..... OFFERS
22' SANTANA '69 sloop..... 5,950
22' STAR '79 sloop..... 10,000
24' C&C '76 racer/cruiser..... 14,950
24' MOORE '79 one-design sloop... 16,900
25' KIRBY '79 daysailer..... 16,000
26' RANGER '72 one-design..... 14,450@
26' PEARSON (3) sloops..... frn 13,500
27' ERICSON '74 sloop..... 16,500@
27' CAL T-2 '73 well-rigged..... 19,000
27' O'DAY '76 sloop..... 22,500
27' CHEOY LEE O/S '65 diesel..... 26,500
28' ERICSON '82 sloop diesel..... 49,950
29' SOVERAL '64 sh. draft sloop... 16,500
29' GULF PILOTHOUSE '81 dsl..... 37,900
30' FISHER '73 PH ketch..... 56,000
30' CAL 3-30 '74 well-equipt..... 35,900
30' ERICSON '68 bristol..... 29,900
30' IRWIN CITATION '80 dsl..... 45,000
30' RAWSON '64 sloop..... 33,000
30' BRISTOL '67 sloop..... 27,000
30' SANTANA '76 sloop dsl..... 35,000@
30' ISLANDER (2) sloops..... frn 29,750@
30' COLUMBIA '72 sloop..... 29,900@
30' CLIPPER MARINE '75 slp..... 11,900
30' CATALINA '76 dsl sloop..... 31,000@
32' PEARSON (2) sloops... from 29,900@
32' CHEOY LEE '78 dsl sloop..... 62,500
33' TARTAN TEN '78 one-design... 33,500
33' CHEOY LEE '79 Clipper ketch... 66,770
37' FISHER '78 M/S p.h..... 125,000@
40' OFFSHORE '66 Cheoy Lee..... 84,500
40' COLUMBIA '65 by Morgan... 55,000@
40' TRINTELLA '72 ctr ckpt ketch. 150,000
40' BERMUDA yawl '65 Hinckley... 99,500
41' NEWPORT S '79 dsl sloop..... 85,000
41' ISLANDER (2) sloops... from 89,000
41' MORGAN O/I '78 exc cond... 105,000
42' GOLDEN WAVE '80 dsl slp. 145,000@
43' WESTSAIL '76 dsl ketch..... 125,000

43' GULFSTAR '78 ctr ckpt slp... 127,500
45' EXPLORER '79 ctr ckpt ketch... 122,500
46' MORGAN '79 ketch dsl..... 179,000@
47' OLYMPIC OFFSHORE '74
dsl ketch..... 125,000
48' CLIPPER '79 Cheoy Lee sch... 200,000
50' FORCE 50 '79 ketch, beauty... 155,000
51' FORMOSA ketch '78 p.h..... 168,000
52' CHEOY LEE M/S '80 ketch... 299,000
54' SAMSON ketch '78 diesel..... 72,000
60' VAN DEN AKKER '56 M/S... 230,000
70' BERMUDA '53 ketch gd chrtr... 295,000

WOOD

32' HOLIDAY sloop '65..... 23,000@
33' WYLIE '79 by Peters w/dsl... 75,000@
33' MASON, dbl-ended '68 dsl... 56,900@
35' CHEOY LEE LION '57
Robb classic..... 33,000@
36' GILMER cruising ketch '61... 109,000
37' BLUENOSE SCHOONER '47... 76,500
37' DANISH P.H. '54 dsl slp... 39,000
38' FARALLONE CLIPPER
'57 Stephens..... 65,000
39' FREYA '76 strong ocean racer. 150,000
40' MARINER '68 ketch loaded... 90,000
40' KETTENBERG '61 slp..... 45,000
62' LAPWORTH '62 wrld cruz... 295,000

POWER

28' CAVALIER Express Cruiser
'64 tw n eng..... 13,888
30' CLIPPER MARINE..... 10,000
33' OWENS '66 tw n engines... 24,000@
38' CHRIS CONNIE '78 flybrdg... 116,000
40' MONK '75 sportfisher..... 83,000
45' NEWPORT '70 p.h. trawler... 149,000
65' COM'L TROLLER M/Y,
'78 F/G 5 dsls..... 425,000
68' NORTH SEA '63 trawler... 295,000
74' CHRIS CRAFT '79..... 1,500,000

BROKERAGE SPECIAL:



1981 GOLDEN WAVE 42 "QUEST". See her in the water at the Mariner Square Used Boat Show, April 6, 7, 8.

ARRIVING IN JUNE:



GOLDEN WAVE 38. We will have David Pedrick's hottest 38-ft racer/cruiser for demonstration in June.

A BRAND NEW:

1983 GOLDEN WAVE 42 in the water on display at the Mariner Square New Sail & Power Boat Show, April 11-15th... Ask us for the Boat Show Special!

Wind Circle Sailing Yachts, Inc.

1220 Brickyard Cove Road, Suite 100, Pt. Richmond, CA 94801

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Dealers for GOLDEN WAVE YACHTS

* = new listings / @ = at our docks

PETER JONES YACHT BROKERAGE (415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

54' RHODES YAWL '49. Beautiful classic. Much recent work.....	\$135,000
40' DANISH 8 METER '57. Mahogany planks. Diesel.....	40,000
40' TRINTELLA '72. Quality cruising ketch. Ready.....	129,000
40' MARINER KETCH. SatNav, auto, dinghy, Barients, etc., etc.....	\$58,500
39' LIDGARD CUTTER '81. Cold-molded beauty, diesel.....	95,000
38' FARALLONE CLIPPER '60. Excellent condition. Diesel.....	INQUIRE
38' MASON '69. Well-built wood cruising ketch, bronze fast, dsl.....	67,500
37' IRWIN '81. Aft cabin, center cockpit. Like new.....	73,000
37' TARTAN '78. S&S design. Rare deep keel. Clean. Diesel.....	80,000
37' ENDEAVOUR SLOOP '82. New boat in excellent shape.....	89,500
36' WYLIE '81. Immaculate cold-molded beauty, by C&B Marine.....	125,000
36' ISLANDER '78. Very clean, Barients, CNG, diesel.....	INQUIRE
35' ROUGHWATER TRAWLER '73. Aft cabin; Ed Monk design.....	52,500
35' MARINER KETCH '64. Much work done 1982.....	INQUIRE
33' PILOT CUTTER '39. Dsl., Loran, Master Mariners Vet.....	37,500
33' TARTAN TEN '79. All Barients. Ready to race.....	32,000
32' CHALLENGER '73. Roomy fiberglass, San Francisco slip.....	48,900
32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast.....	29,500
32' ARIES '77. Comfortable cruising boat. Diesel, VHF, etc.....	45,000
30' YANKEE '75. Well equipped, clean, diesel, new LPU & more.....	30,500
30' NORTHSTAR 1000 '73. Fast S&S sloop, Atomic 4.....	25,000
30' LANCER '76. Rooy slp., dsl., distress sale.....	INQUIRE
30' ENGLISH SLOOP '69. Singlehander, vane, Avon, diesel & more.....	OFFER
30' PEARSON '79. Atomic 4, VHF, clean.....	OFFER
29' C&C '78. Bargain Price!!.....	INQUIRE
29' CAL 2-29 '74. 8 Barients, race equipped, dsl., VHF.....	29,900
28' H-28 '61. Traditional ketch in nice shape. Bargain price.....	15,900
27' CAL 2-27 '76. Original owner. Very clean.....	25,000
27' SANTA CRUZ '79. 6 sails, trailer. Nice.....	22,000
27' CAL 2-27 '76. Clean class boat from Great Lakes. Extras.....	26,500
27' SANTANA '67. Race equipped, VHF, Hondo o.b.....	16,500
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean.....	22,500
26' BALBOA '74. Lots of gear, trailer, Honda o.b.....	13,900
26' ERICSON '67. Very clean Crealock designed sloop.....	OFFER
25' KIRBY SLOOP '79. Well equipped by Laser designer.....	16,000
24' GLADIATOR '68. North sails, o.b., original owner.....	6,800
24' NIGHTINGALE '72. By Wylie. 7 sails & outboard, clean.....	12,000

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration and the inevitable bizarre Snafu, please call and list your boat.

EDGEWATER YACHT SALES, INC.

1306 BRIDGEWAY SAUSALITO, CALIFORNIA 94965
(415) 332-2060

SAIL — PARTIAL LIST

12' QUA CAT, complete & very cheap.....	\$195
21' VENTURE, 5 sails, trailer.....	only 2,500
23' PIVER TRIMARAN, folding hulls, complete.....	995
25' LANCER, 7 hp eng, pulpit, lifelines, owner anxious.....	try 6,300
25' SEXTANT w/inb eng., lots of gear.....	must sell... try 5,700
26' PIVER "Globemaster" f/g tri. A-1, roomy.....	5,900
28' WHARRAM CAT, w/2 berths, galley, trailer, a bargain.....	4,500
30' TAHITI Ketch w/diesel, ready to cruise.....	try 14,500
30' VEGA HORIZON M.S., Perkins diesel.....	34,000
30' FISHER MOTORSAILER, Volvo dsl, radar, etc.....	55,000
30' TED GEARY Classic sloop — owned by a perfectionist.....	18,000
33' MAAS Yawl, diesel, very well equipped, bristol.....	26,900
34' TRUE NORTH Cutter, 1980, equipped to go cruising.....	61,000
35' GARDEN MARINEER Ketch, diesel, up to survey.....	try 35,000
35' CF Sloop, glass, full race/cruise, very very roomy.....	try 33,000
35' ERICSON MKI, full keel, wheel, 5 sails, etc.....	try 27,500
39' LANCER MOTORSAILER, repo.....	try offer of 75,000
40' NEWPORTER Ketch, big diesel, very roomy.....	only 44,500
43' GARDEN Porpoise Ketch, heavy, roomy, seaworthy.....	29,500
55' CUTTER — steel cruising boat w/105 hp diesel.....	59,000

POWER — PARTIAL LIST

28' MONTEREY CLIPPER BOW w/flybridge.....	try 3,900
30' SEA RAY, '77, flybridge sedan, loaded.....	try 36,000
36' SWANSON, classic sedan, 1929.....	only 17,500
36' STEPHENS, classic sedan, 1939, A-1.....	31,000
36' NEWPORT trawler, '70, great liveaboard.....	41,500
38' STEPHENS sedan — liveaboard.....	try offer 22,500
40' HOUSEBOAT w/choice Sausalito berth.....	offer 23,000
42' CLASSIC FELLOWS & STEWART, bristol condition.....	35,000
46' CLASSIC FELLOWS & STEWART, diesel, roomy.....	35,000
47' CLASSIC LAKE UNION — cat diesel, tri cabin.....	only 35,000



KERMIT PARKER YACHT BROKERAGE (415) 456-1860

San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901



MASTER MARINER WINNER

The BLACK WITCH is both a Master Mariner Class A II winner and an excellent cruising yacht. This beautiful Classic Winslow Gaff Sloop is well-equipped with ample gear for your racing or cruising.

A FEW OF OUR MANY LISTINGS FOR YOUR INSPECTION

Length	Partial Sail	Asking
18'	HERRESHOFF AMERICAN CATBOAT, beautiful Bay day and o/night sailer	\$11,000
18'	DBL-END KETCH, seaworthy sailer from Woodcrafters of England.	3,000
20'	FLICKA, full headroom and a noted offshore cruiser.	25,000
23'	COX SLOOP, strong Bay sailer and Master Mariner contestant.	9,000
23'	WESTERLY CIRRUS, 4 berth ideal Delta cruiser from England.	12,500
23'	AMF PACESHIP/TRAILER, has cruised Mexico & the San Juans.	11,000
25'	ROBERTS SLOOP, first class shape & comfort.	20,000
26'	CLASSIC WOOD DBL-ENDED CUTTER, by Norstrom, very salty.	15,900
26'	SEA BIRD YAWL, with class, an enviable Bay cruiser.	18,000
27'	MODIFIED VERTUE, a traditional cruiser built in Sweden.	18,000
29'	MODIFIED H-28, a sound bluewater cruiser.	21,000
30'	MORGAN 30-2, a unique combination of performance and cruising.	32,500
30'	RAWSON SLOOP, like new and never sailed.	22,000
31'	ATKINS SCHOONER, steel hull and lots of extras.	28,600
32'	ALDEN MALABAR JR. SLOOP, a race and cruise bargain.	22,000
33'	HERRESHOFF SLOOP, experienced South Sea & Master Mariner.	45,000
35'	CORONADO SLOOP, full gear and comfort.	40,000
35'	MARINER KETCH, cruise and liveaboard, extensive equipment.	30,000
37'	ALDEN MALABAR SR., elegant and functional race and cruise.	57,500
41'	GAUNTLET SLOOP, built for the editor of 'Yachting World'.	69,500

POWER

27'	FARALLON FISH BOAT, full electronics & gear.	65,000
30'	BAYLINER, comfortable cruiser.	34,500
35'	ROUGHWATER TRAWLER/AFT CABIN, a cruising Ed Monk special.	52,500
36'	STEPHEN SEDAN, a clean and sound good buy.	25,000
45'	LAKE UNION MOTOR YACHT, a beautiful and detailed tailed cruiser.	69,500

(next to Mercedes Benz in San Rafael)

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NEW YACHTS

HERITAGE
TRAWLERS
34-ft to 58-ft

FAST 345

FORCE 50

BERTHS AVAILABLE

NEW LISTINGS — SAIL

19 HURLEY	\$4,500
22 REINELL	5,000
22 HERRESHOFF	8,500
25 FOX	24,000
25 SEIDLMAN	18,500
27 ISLANDER	13,750
29 COLUMBIA	23,000
30 RAWSON	39,000
30 LANCER	35,000
32 ENDEAVOUR	68,000
36 ERICSON	80,000
37 WINDWARD	OFFER
37 ISLANDER	68,000
44 CHEOY LEE	160,000
46 SEA STAR cutter	185,000
47 SPARKMAN & STEPHENS sloop	92,500

SAMPLE LISTINGS:

SAIL

22 SANTANA	\$5,700
24 CAL 2-24	5,950
24 NEPTUNE 24K, 1980	21,000
25 O'DAY	21,000
25 NORTHSTAR 500	18,000
25 CHEOY LEE	2 from 9,500
25 SELDMANN sloop	20,900
26 TARTAN	14,900
26 CLIPPER MARINE	9,900
26 HOLLAND	8,000
26 COLUMBIA 26	3 from 11,000
26 ISLANDER	16,500
26 PEARSON ARIEL	12,500
27 NORSEA	44,950
27 CORONADO	16,000
27 TARTAN	18,500
30 LANCER	27,500
30 KNARR	4,725
30 ISLANDER BAHAMA	39,900
30 ISLANDER MKII	28,000
30 CATALINA	38,000
42 PRATT	69,000
NEW LISTINGS — POWER	
25 OWENS	10,500
27 BAYLINER	20,000
35 ROUGHWATER	39,000
36 TROJAN	65,000
37 GOLDEN GATE	82,500
41 CHRIS CRAFT	135,000
45 MATTHEWS	119,900

OVER 270 DREAMS AVAILABLE FOR YOUR INSPECTION

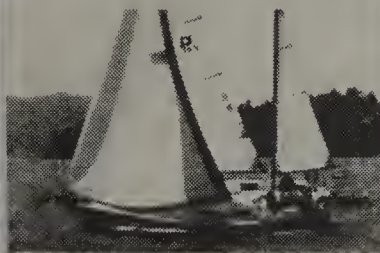
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City Yachts

foot of Laguna St. San Francisco
415 567-8880

20' CAL	OFFERS
21' ISLANDER	4,200
23' MAYA	6,750
23' BEAR	OFFERS
23' ERICSON	2 from 7,000
24' J.	2 from 14,900
24' NORTHSTAR 727	17,500
24' NIGHTINGALE	14,500
24' SAMOURAI	OFFERS
24' FARR SLOOP	13,000
25' DAVIDSON	25,000
25' FLEUR BLEU	8,000
25' SANTANA	14,500
25' PACIFIC CLIPPER	13,000
25' PETERSON	2 from 15,500
25' CORONADO	7,500
26' INTERNATIONAL FOLKBOAT	22,000
26' RANGER	2 from 14,000
27' ERICSON	27,000
27' SANTA CRUZ	2 from 18,000
27' MULL CUSTOM	2 from 13,000
27' ENGLISH SLOOP	26,000
27' CAL 2-27	25,000
28' HALBERGH SLP	12,500
28' ATKINS ENSENADA (F/G)	29,900
28' COLUMBIA	2 from 15,000
28' LANCER	25,000
29' CAL	3 from 28,500
29' BUCCANEER	36,000
30' RANGER	38,900
30' CORONADO	32,000
30' TARTAN	37,000
30' COLUMBIA	32,000
30' CAL 3-30	34,500
30' WYLIE 3/4 TON	40,000
30' PEARSON	31,000
30' ISLANDER (BAHAMA)	44,900
30' ISLANDER MKII	2 from 31,000
30' FARR	39,000
31' PETERSON	OFFERS/TRADES
32' CENTURION	42,500
32' NANTUCKET CLIPPER	46,500
32' ISLANDER	52,500
33' CHEOY LEE	52,500
33' TARTAN 10	29,950
33' APHRODITE 101	49,500
33' WYLIE	75,000
34' CAL	40,000
34' CHRISTENSON	13,000
34' WYLIE	65,000
35' CORONADO	44,000
35' FUJI KETCH	69,000
35' ALBERG	45,000
36' S-2 SLOOP	70,000
36' LAPWORTH SLOOP	32,500
36' ISLANDER FREEPORT	2 from 100,000
36' ISLANDER	2 from 59,900
36' PEARSON 365	79,000
37' RAFIKI CUTTER	89,000
37' FISHER MKII	125,000
37' ESPRIT	119,000
37' ISLAND TRADER	63,000
38' C&C 'ENTERTAINER'	77,000
38' FARR SLOOP	98,000
38' FARALLONE CLIPPER	2 from 46,000
39' ROGERS 'SALT SHAKER'	124,900
39' CAL	92,500
39' ERICSON	59,500
40' C&C	142,000
40' TRINTELLA IV	129,000
40' OLSON 'FAST BREAK'	139,500
41' COOPER 416	127,500
42' WESTSAIL KETCH	145,000
42' DUBOIS	149,000
43' METER R BOAT	29,500
43' SWAN	129,000
45' S&S ALUMINIM 'INCA'	129,000
45' COLUMBIA M.S.	2 from 109,500
45' FUJI KETCH	185,000
45' DAVIDSON CUSTOM	235,000
47' VAGABOND KETCH	150,000
47' OLYMPIC KETCH	125,000
50' SANTA CRUZ	200,000
50' GULFSTAR	2 from 165,000
56' MOTORCUTTER 'LUCIA'	230,000
58' RACING/CRUISER 'NATOMA'	270,000
60' MARCONI SLOOP	99,000
75' RON HOLLAND KETCH	850,000

*SAN FRANCISCO BERTH INCLUDED



PEARSON 365 KETCH RIG, diesel, dinghy, etc. You must see this boat! She's in superb condition, and is ready to cruise. Seller is very friendly and will listen to offers.

SEE THESE BOATS AT THE
SAN FRANCISCO
IN-THE-WATER
USED BOAT SHOW,
APRIL 6,7,8 IN
MARINER SQUARE, ALAMEDA



TRINTELLA 40 KETCH, outstanding combination of high quality of const. & comfort. Vet of many miles at sea but still looks like new. Full range of equip. Seller recently reduced price.



TARTAN 10, well suited for S.F. Bay sailing. Large cockpit, dsl aux, spinnaker gear, and one-design racing. Great first boat — seller anxious. Sistership.



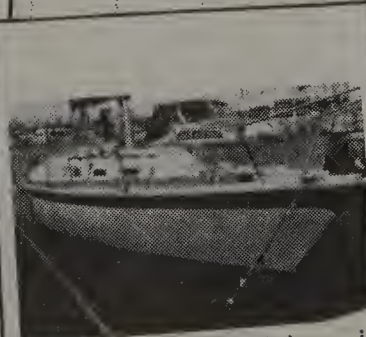
INTERNATIONAL FOLKBOAT, In-brd dsl, excellent cond, dodger, self-tending jib, great Swedish const in a pocket cruiser. Will not last long at \$22K.



45' SPARKMAN & STEPHENS, she is beautiful today, always will be. The finest aluminum const, teak decks, often confused as a Swan. Tremendous inventory. Replacement cost: \$350K. Owner will sacrifice at \$129,000.



28' ATKINS ENSENADA, featured on the cover of *Pacific Skipper*. Beautiful, traditional style but done in f/g! Bowsprit, teak decks, dsl, etc. S.F. berth included. Asking \$29,900.



CAL 3-30, fast, stiff and dry... in other words A GREAT BAY BOAT. Great sail and equipment inventory. San Francisco berth included. Priced to sell, give us a call.



ERICSON 39, new LPU paint, new interior fabrics, roller furling, Volvo dsl just rebuilt with only 80 hrs, fast, roomy cruiser asking only \$59,500 (what a steal!!)

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Hank Easom, Cindy Revel, Carolyn Revel
Marcia Corbett, Charlie Corbett, Rollo D. Dog

The Stage Is Set For The 1984

AQUATIC AWARDS

The winners can be seen at the
Alameda Boat Show, April 11-15, 1984

Best Foreign Feature:

BALTIC 38dp

A Doug Peterson design,
Baltic, Finland, producers

Best Domestic Release:

NORDIC 40

A Bob Perry design,
Nordic Yachts, Washington, producers

Best In a Variety Series:

ISLANDER YACHTS

featuring the 28, 30, 36, 38, 40, 41 & 48,
Islander Yachts, California, producers

Best Director:

CITY YACHTS

San Francisco, California, since 1969

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see the Bays' Professionals at the
Alameda Boat Show, or at

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